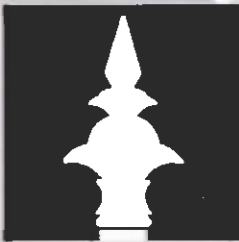


Adopted by the St. Louis City
Planning Commission
December 5, 2001



OFFICIAL PLANNING DOCUMENT

City of St. Louis
Lafayette Square
Neighborhood Urban Plan
Adopted 12/5/2001



LAFAYETTE SQUARE NEIGHBORHOOD-URBAN PLAN

City of St. Louis - Lafayette Square Historic Neighborhood



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Lafayette Square Historic Neighborhood**

**Adopted by the St. Louis City Planning Commission
December 5, 2001**

October 2001

The Lafayette Square Neighborhood - Urban Plan was sponsored and produced by the Lafayette Square Restoration Committee in cooperation with neighborhood residents and business owners. This collaboration between the city and neighborhood brought over 700 participants together over the course of eight months to share their ideas and vision for the future of Lafayette Square. To all that participated and assisted, in small and big ways, this report is dedicated. The Final Report, written by neighborhood residents, documents their neighbors' recommendations and aspirations for Lafayette Square over the next twenty-five years. The neighborhood thanks John Hoal, Professor, Washington University, School of Architecture, who unselfishly gave his time and expertise in leading the neighborhood through this planning process. We will be eternally grateful for his wisdom and advice, but most of all, for his belief in our neighborhood and us.

Plan Sponsor: Lafayette Square Restoration Committee

Plan Consultant: John Hoal, Washington University & H3 Studio Inc.
Dhaval Barbhaya, graduate student, Washington University

Co-Sponsors: City of St. Louis
Honorable Francis Slay, Mayor
Lewis Reed, 6th Ward Alderman
Phyllis Young, 5th Ward Alderman

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Website locations of the Plan:
<http://stlouis.missouri.org/citygov/planning/lafayette/>
<http://www.lafayettesquare.org/>



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SUPPORTING DOCUMENTS:

Census Information
 Existing Zoning Map
 Proposed Zoning Map
 Existing Land Use Map
 Proposed Land Use Map
 Redevelopment Map
 Existing Street Conditions Map
 Master Plan Rendering



Lafayette Square - 1997 Winner "Prettiest Painted Places in America"



Scope of Neighborhood Plan Introduction and Overview

1.1 Purpose and Objectives

The Lafayette Square Neighborhood-Urban Plan provides a set of guidelines and a road map of implementation actions that capitalizes on the existing assets of the neighborhood and the proposed adjacent developments in order to continue the revitalization of Lafayette Square. Specifically, it outlines the medium to long-term vision for the neighborhood during the next twenty years in an orderly and comprehensive manner. In particular, the Plan builds upon the character, quality and “sense of place” that make Lafayette Square unique and such an important asset to the City of St. Louis. As such, it proposes and recommends solutions for vacant lots and buildings, access, circulation and parking; basic improvements to the streets, sidewalks and parks; neighborhood services and amenities; as well as, proposals for the redevelopment of the Park Avenue Business District, Dolman Redevelopment project and the Chouteau corridor. The implementation section of the Plan will describe the sequence and cost of the capital public improvement projects and suggest key private development projects on which the neighborhood should focus.

Thus, the objectives of the Plan are as follows:

- Provide the neighborhood, city, the Lafayette Square Restoration Committee (LSRC) and future boards with a road map of actions that will be implemented over the years.
- Along with a written report of findings and recommendations, generate maps, drawings and other graphic representations in order to facilitate an action plan. Identify appropriate tools to match each goal's outcome.
- Identify and maximize city and state dollars, grants, special taxing districts and private funding for capital improvements.

The Plan is a direct result of the neighborhood's desire to take advantage of the many opportunities within and adjacent to the neighborhood. With the redevelopment of City Hospital and the HOPE VI Near Southside Redevelopment project directly abutting

the eastern edge of the neighborhood, the new Grattan Street Parkway, the Dolman Redevelopment project, three major restoration projects that will add over 230 new housing units and the potential to redevelop the Park Avenue Business District into one of the region's most unique shopping, dining and office hubs, it was imperative to develop a comprehensive set of guidelines in order to make sure that Lafayette Square remains a strong and thriving neighborhood.

One mile from downtown, the potential to make Lafayette Square the first choice for working and living will only occur, and subsequently appeal, if it is the result of a good planning effort. This joint venture between the neighborhood and the City anticipates that a comprehensive plan that provides reasonable guidelines and proposals, solid implementation measures and appropriate funding mechanisms will not only continue to enhance and strengthen the neighborhood, but be a catalyst for strong economic development for the entire Near Southside.

1.2 Planning Process

A four-phase community participatory planning process occurred during the 2000 calendar year. Phase 1 included two community workshops that gathered data that documented issues of concern and identified strengths and weaknesses of the neighborhood. Phase 2 included two workshops where information was synthesized and provided to the community for discussion and input.



Neighborhood Workshop - May 2000



These sessions also covered urban design and development principals as well as potential design options. Phase 3 was a series of meetings with other stakeholders that included businesses, institutions, city agencies and other interested parties, again, to gather data, input, ideas, concerns and design and development principles. Included in Phase 4 were two final public workshops for review and consensus on the final outcome.

Residents and business owners were notified of the public meetings via two forms of communication: 1, the monthly Marquis, the neighborhood newspaper that is delivered to every address in the planning area, and 2, a flyer which was distributed to every address announcing each public meeting at least ten days prior to said meeting. Meetings were also posted on the neighborhood web site and the neighborhood e-mail group. Group meetings with other stakeholders were by written invitation mailed first class. Nearly 700 residents, business owners and other stakeholders participated in the planning process.

1.3 Plan Approval

Criteria for approval of the Plan by the neighborhood was a two-thirds majority with eligible voters consisting of all residents of majority age, business owners, property owners and not-for-profit organizations. On November 16, 2000, the Plan was approved by nearly 85% of the voters representing these entities. Approval of the Plan by the neighborhood is a condition for the adoption of the Plan by the City of St. Louis Planning Commission.

1.4 Administrative Structure

The LSRC established a Steering Committee to work with the consultants and the neighborhood. The responsibilities of the Committee included the daily administration of the project; organization of the neighborhood planning meetings, data gathering, compilation of workshop output and building consensus for the final design plan.

The Committee also provided guidance to the consultants on the proposals and guidelines and reported on the planning process to the neighborhood at the LSRC monthly meetings and articles in the Marquis. Minutes from the Steering Committee meetings were printed in the Marquis and available at the public meetings.

Membership included representatives of the LSRC, non-member residents, business owners, Alderman Lewis Reed and Phyllis Young and the Planning Department.

The consultant for the Plan was John Hoal, professor in the Washington University School of Architecture. All consulting fees were waived. The LSRC paid approximately \$20,000.00 for planning materials, copying, notifications, mailings and a graduate student at Washington University to assist with the planning materials, graphics, and maps.

1.5 Contents and Organization of this Report

The Plan combines the elements of an urban design plan along with a general framework of guidelines to ensure that the continued redevelopment of the neighborhood maintains and enhances its existing character and identity. The guidelines are intended to complement the existing Historic Code. All individual projects and redevelopment zones within the Plan area, unless specifically excluded, are subject to the goals and guidelines set forth in this Plan.

The Plan document is composed of several sections, or elements, with related graphics, exhibits or photographs. Since the neighborhood has a long and varied history, it was imperative to chronicle the past along with existing or current conditions, in order to better comprehend the roadmap of future goals and objectives. Generally, the Plan document outlines the neighborhood's history, prior planning studies and achievements, existing conditions, new general guidelines and new specific guidelines for such elements as Circulation or the Park Avenue Business District. Finally, the Plan document recommends certain actions in order to implement the Plan, explores potential funding resources, and sets timelines for completion and project priorities.



Chapter One

1.6 Terms Used in this Report

Most of the terms used in this report are non-technical and are commonly used in everyday language. Exceptions will be defined when appropriate.

The terms “neighborhood”, “Lafayette Square” and “historic district” used in this report are interchangeable and are all defined as that land bounded by Jefferson on the west, Chouteau on the north, Grattan Street Parkway on the east and Interstate 44 on the south.

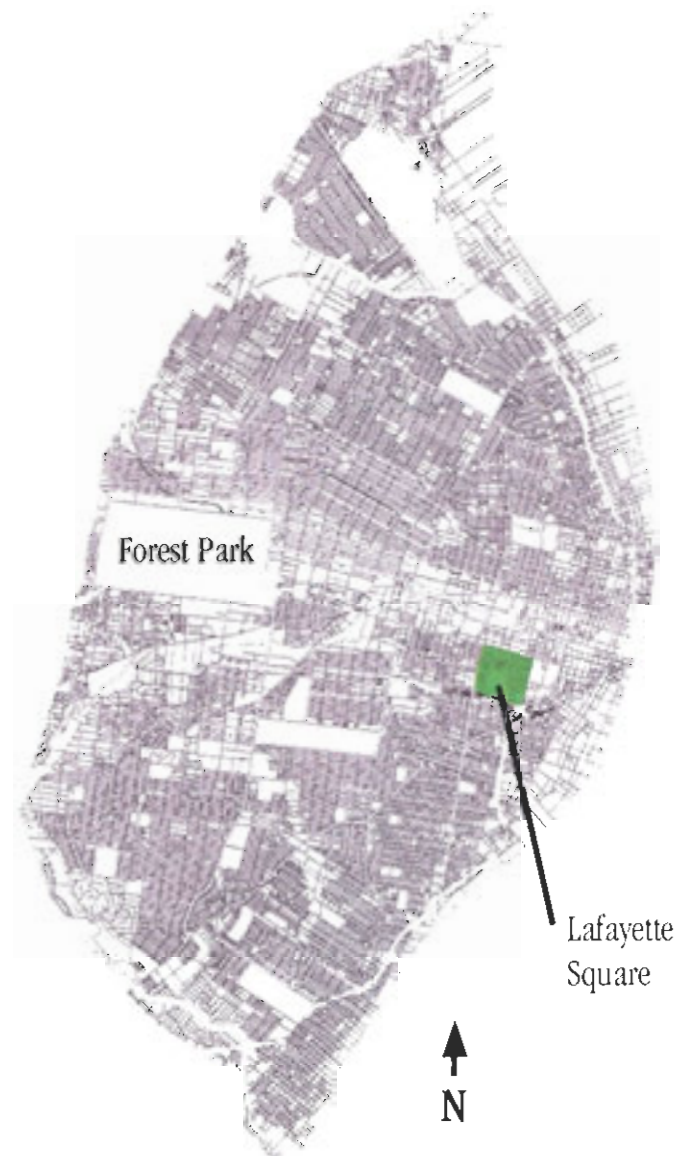


Figure 1 City of St. Louis Map



Historical Analysis

2.1 Neighborhood History

Since its beginnings as common pasture and farm ground outside the Village of St. Louis in the early 1800's, Lafayette Square has risen and declined with the social and economic trends of the city that now surrounds it. This area, just south and west of downtown St. Louis, rose to prominence in the years just following the Civil War. St. Louis' most affluent citizens were drawn to Lafayette Square to escape the congestion of the riverfront and to seek a more elegant and refined atmosphere around what was to become Lafayette Park. Thirty acres in size and dedicated in 1836, Lafayette Park is perhaps the oldest city park west of the Mississippi and is considered the highlight at the center of the neighborhood. With the combination of a beautiful park for recreation and abundant land for new housing, Lafayette Square became one of the most prestigious residential areas in the nation. From its early days, Lafayette Park was developed with the help of area businessmen and residents working in cooperation with city government. Through these cooperative efforts, bandstands and pathways were built along with a park house and boathouse overlooking the park lake.

From the 1860's to the 1890's, Lafayette Square experienced the highlights of affluent urban living, but harder times were ahead. As newer areas began to develop in the neighborhoods to the west, many residents began the movement away from the downtown area. And, in 1896, a devastating tornado dealt the neighborhood a blow from which it would take nearly a century to recover. The powerful storm destroyed the park along with many of the grand homes. While many of the residents stayed to rebuild, many simply moved away. Thus began a long, slow decline that lasted for nearly seven decades. During the Great Depression, many of the homes were converted into rooming houses or split into multi-family units.

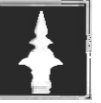
Beginning in the early to mid 1960's, a small group of people began moving back into Lafayette Square with the mission to restore and renovate the irreplaceable Victorian architecture and once again turn the neighborhood into a desirable place to live



1860 Plat of Lafayette Square

and conduct business. This group of "urban pioneers" formed the Lafayette Square Restoration Committee in the late 1960's. In 1972, the Board of Alderman designated the neighborhood the city's first historic district and in 1973, it was named to the National Historic District registry. With this new designation came city ordinances limiting further demolition of historic buildings and structures and establishing some guidelines for restoration. It also gave the neighborhood a valuable tool in order to "market" the neighborhood to prospective buyers and investors. Liberal tax credits during the 1970's and early 1980's also provided opportunities to complete a number of "infill" projects that duplicated historic buildings within the neighborhood.

Neighborhood fundraising events and collaborative efforts with the city realized important improvement projects in Lafayette Park such as restoration of the original wrought-iron fence, restoration of the Park House and beautification enhancements. These efforts remain in effect today and reflect the high level of neighborhood participation in the well-being and continued improvement of their community and subsequently, the city.



Chapter Two

2.2 Prior Planning Studies

The first formalized Lafayette Square Restoration Plan was drafted in 1971 in cooperation with the city and neighborhood and was instrumental in bringing the historic district designation and spotlighting the unique redevelopment opportunities. This early plan gave structure and organization to neighborhood leaders and helped put into motion Lafayette Square's rise to prominence once again over the next twenty-five years. Additionally, the historic designation bestowed locally and nationally prompted the need for a formal, enforceable set of building codes

and guidelines governing primarily the facades of all buildings in the neighborhood. The Historic Code was formally completed and adopted by the city in 1994. In 1996, the neighborhood, again in cooperation with the city, adopted the Long Range Plan, which recognizes a series of projects that should be completed in order to further enhance and strengthen the neighborhood. However, this document did not document an action plan, funding mechanisms, strengths and weaknesses nor any structure to realize the goals. As a result, this Plan was proposed in October of 1999 as a means to provide the impetus for moving these goals and objectives from concept to a reality.



After the tornado - May 1896



Existing Conditions Element

3.1 Explanation of Findings

The Existing Conditions Element is a compilation of analysis drawings, maps and charts prepared by the plan consultant and reviewed for accuracy by participants at the public workshops. Each map focuses on one of two pieces of key information, such as land use, current housing stock or zoning. It was prepared

with the aid of residents and city resources, and a visual tour of each street, property and structure was conducted so that weaknesses and strengths could be easily identified and opportunities explored at the public workshops.

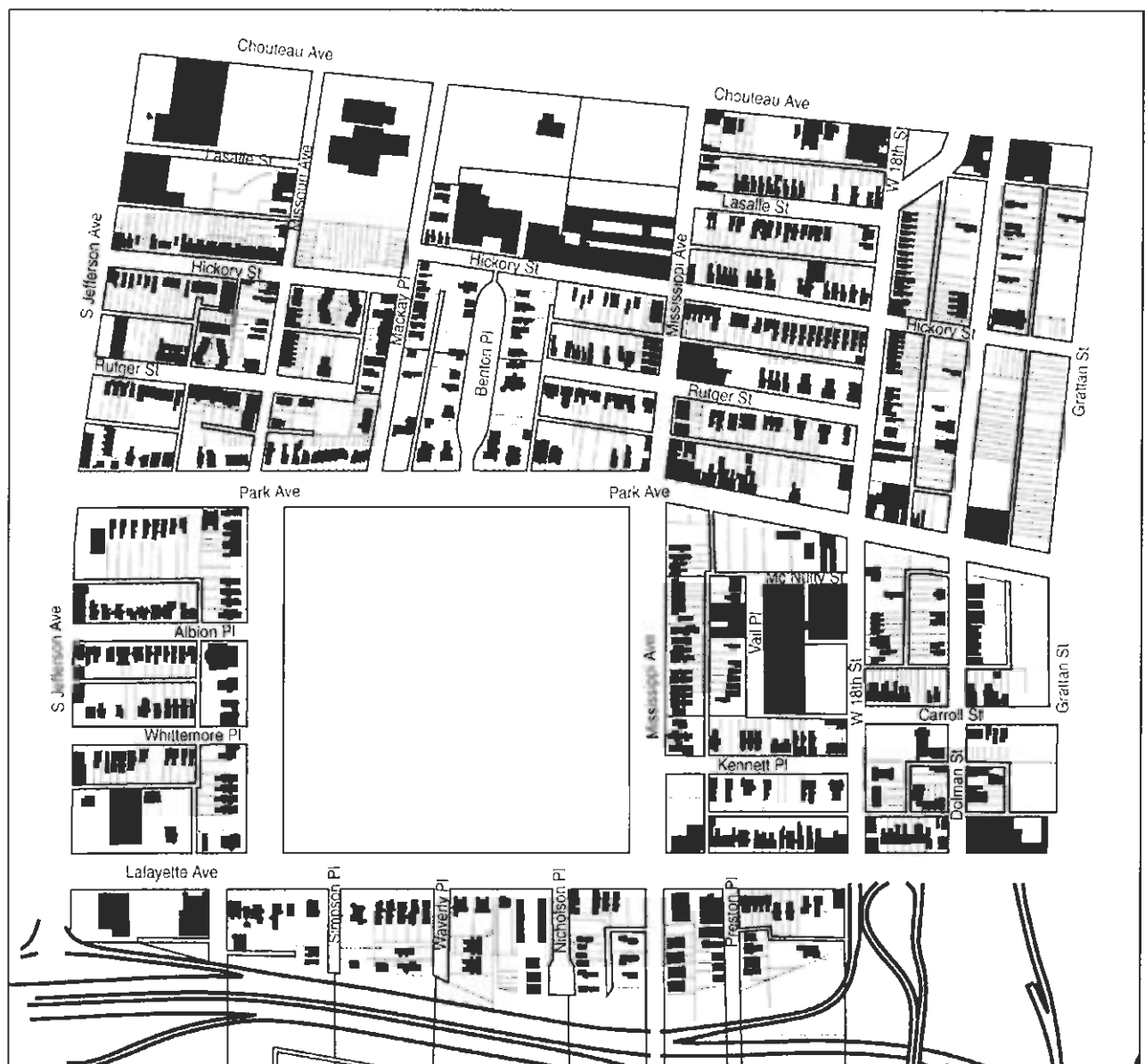


Figure 2 Planning Area Map



Chapter Three

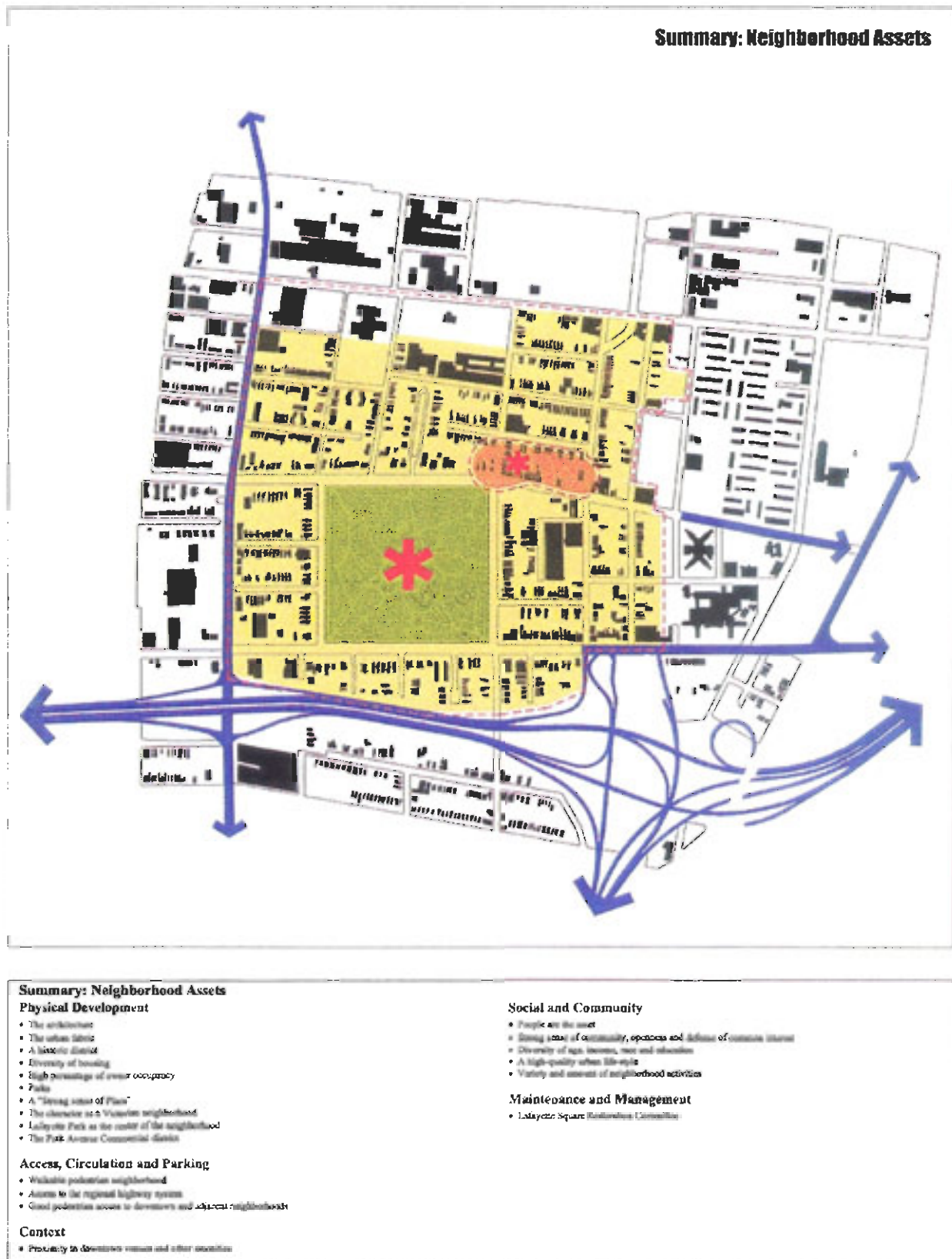


Figure 3



Chapter Three



Summary: Neighborhood Issues

Physical Development

- Maintain historic look and feel
- Use money raised here
- Deteriorating buildings detract from neighborhood
- Need for in-fill housing and future development
- Park Avenue Commercial needs more "critical mass" of buildings and businesses
- Park Avenue needs greater variety of businesses and retail
- Undeveloped and poor quality edges of the neighborhood
- Commercial/industrial development consistent with residential neighborhood

Access, Circulation and Parking

- Traffic flow patterns around the park conflict with pedestrian use
- Rush hour traffic volume along Delmar, Delmar and Park Avenue in access to highway
- Automobile, bus and truck through traffic
- Vehicles speeding through the neighborhood
- School bus transfer point on Park Avenue
- Perception of inadequate parking for commercial
- Don't want loss of new surface parking lots

Context

- Greater Street Parkway system needs to be completed now
- The success of Diverse Works as a mixed income neighborhood is important to Lafayette Square's redevelopment
- Need to work with and support on-going development in adjacent neighborhoods
- Poor visual quality of Highway-44 edge and entry points

Social and Community

- Fair and perceived sense of safety by residents
- Potential and perceived sense of safety by visitors
- Non-existent schools
- Need a full-service neighborhood grocery store
- Negative perception of gas station west of Jefferson Avenue and auto detail shop east of Jefferson Avenue

Maintenance and Management

- Compliance and enforcement of the zoning codes
- Lack of maintenance of sidewalks, street trees and street lights
- Use of dumpsters by others outside of the neighborhood

Figure 4

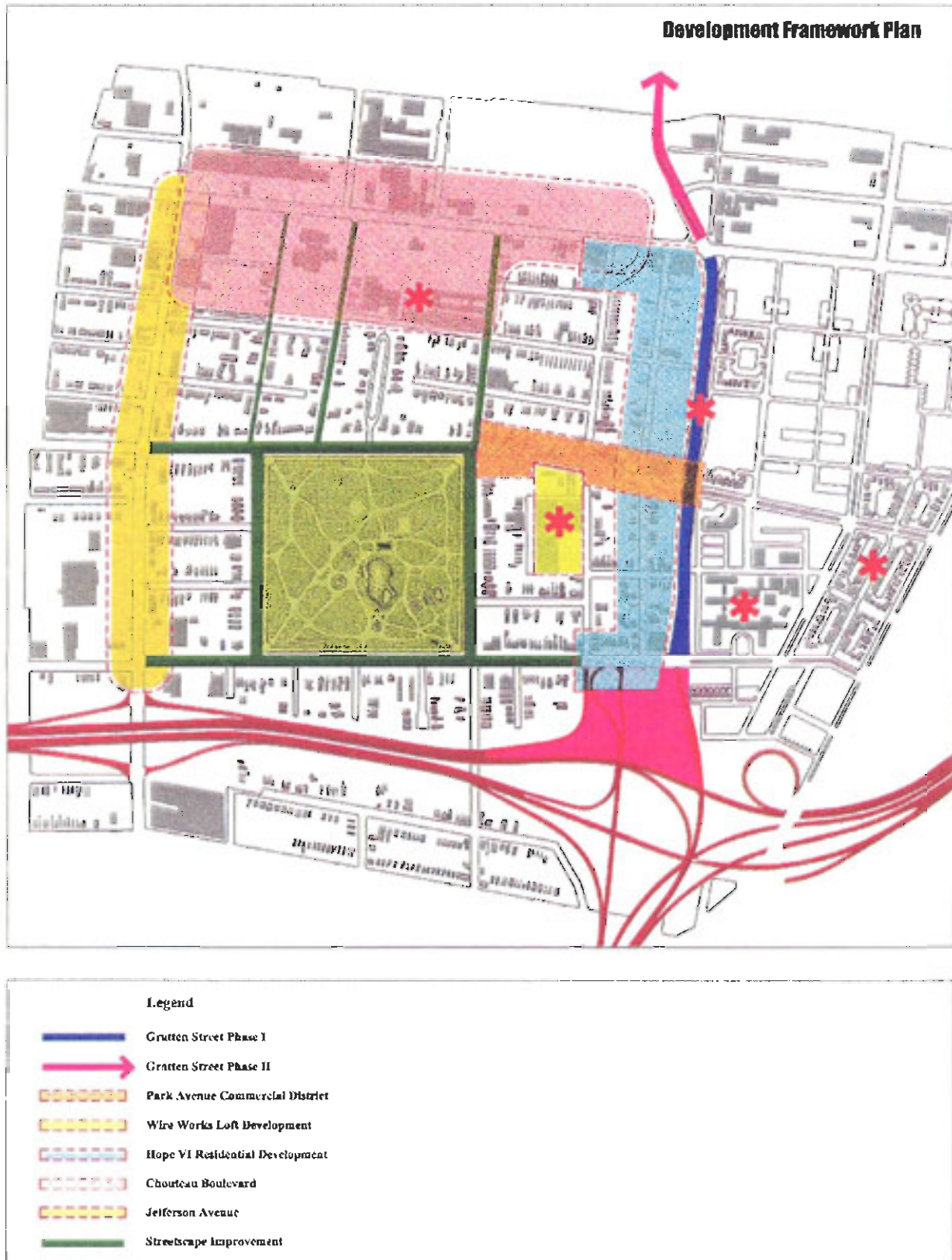


Figure 5



Chapter Three

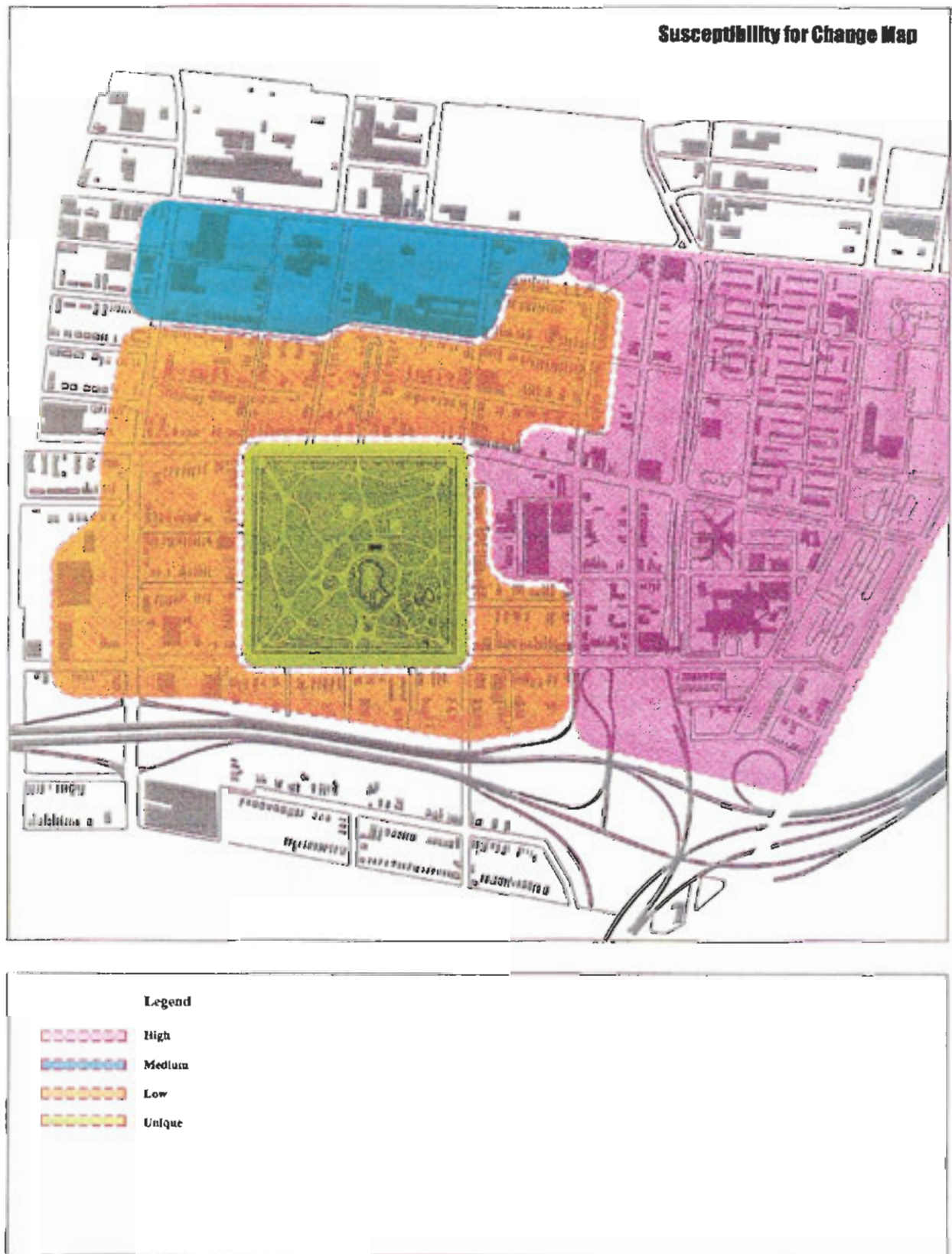
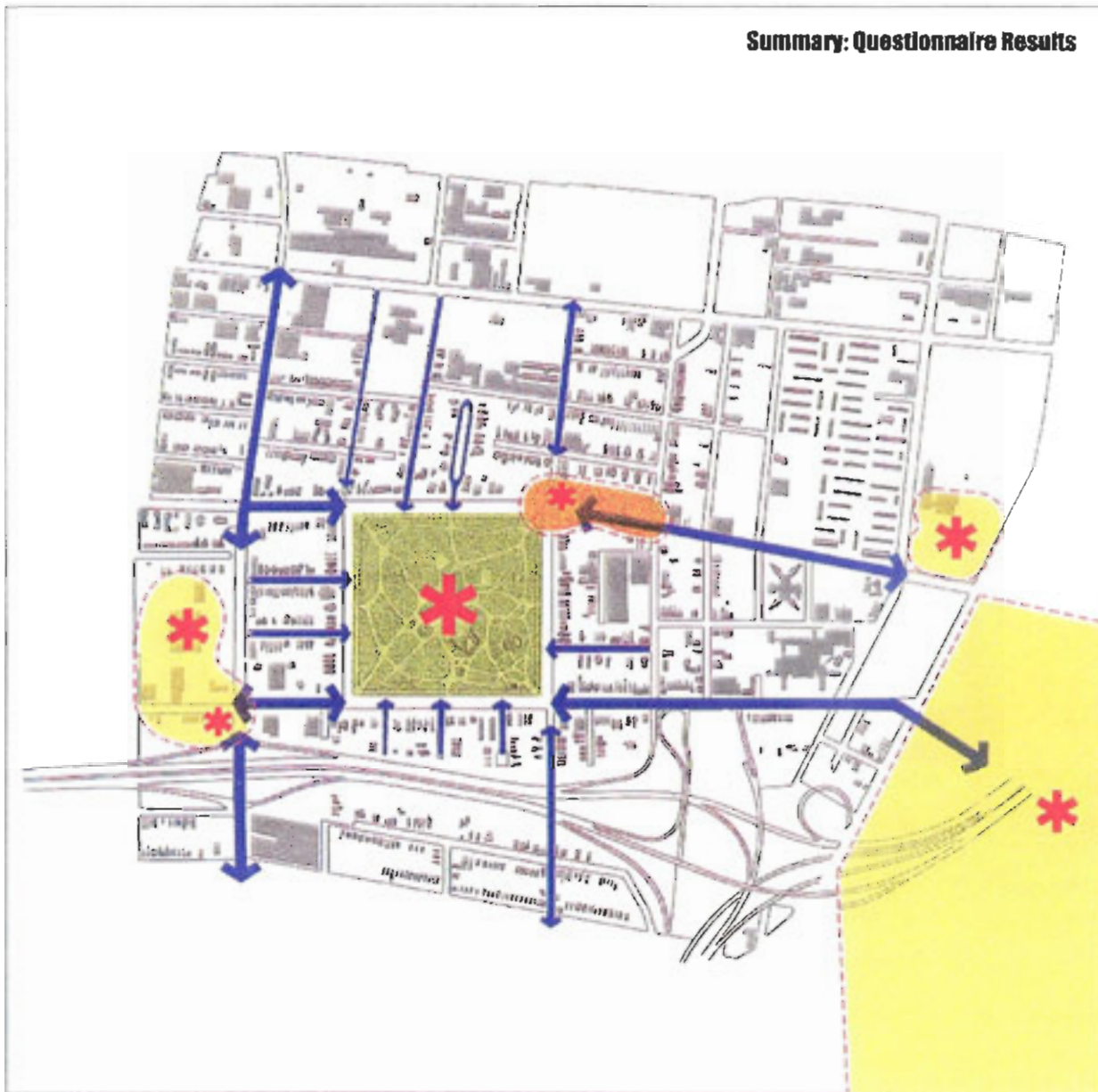


Figure 6



Chapter Three

Summary: Questionnaire Results



Summary: Questionnaire Results

- Lafayette Park is the key asset of the neighborhood
- Park Avenue Commercial is highly utilized and very popular
- Shopping center west of Jefferson Avenue is utilized by 54 % of residents
- Barr Branch Library is well patronized
- Interest shown for using the proposed Darst-Webbe recreation facility
- There are sufficient neighborhood and community events
- There is a perception of adequate public transportation service
- Neighborhood schools and day-care centers are not well utilized by neighborhood residents
- Neighborhood churches are not highly patronized by residents
- Neighborhood Management and Services
 - Park Maintenance - Good to Fair
 - Park Security - Good to Fair
 - Street Tree Maintenance - Varied opinion
 - Street Lighting - Varied opinion
 - Trash Pickup - Good to Fair
 - Cleanliness - Good to Fair
 - General Security - Good to Fair

Figure 7



Chapter Three

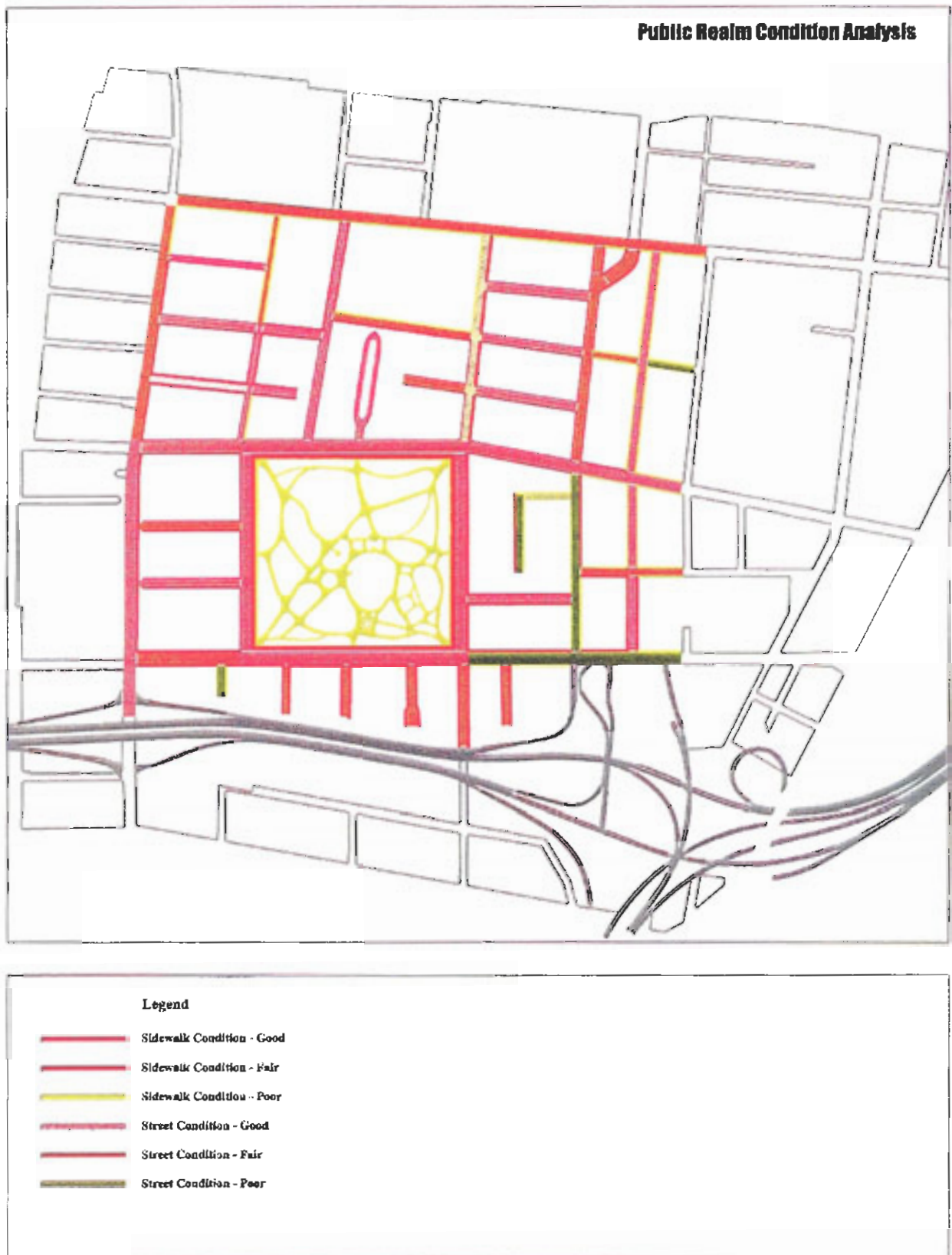


Figure 8

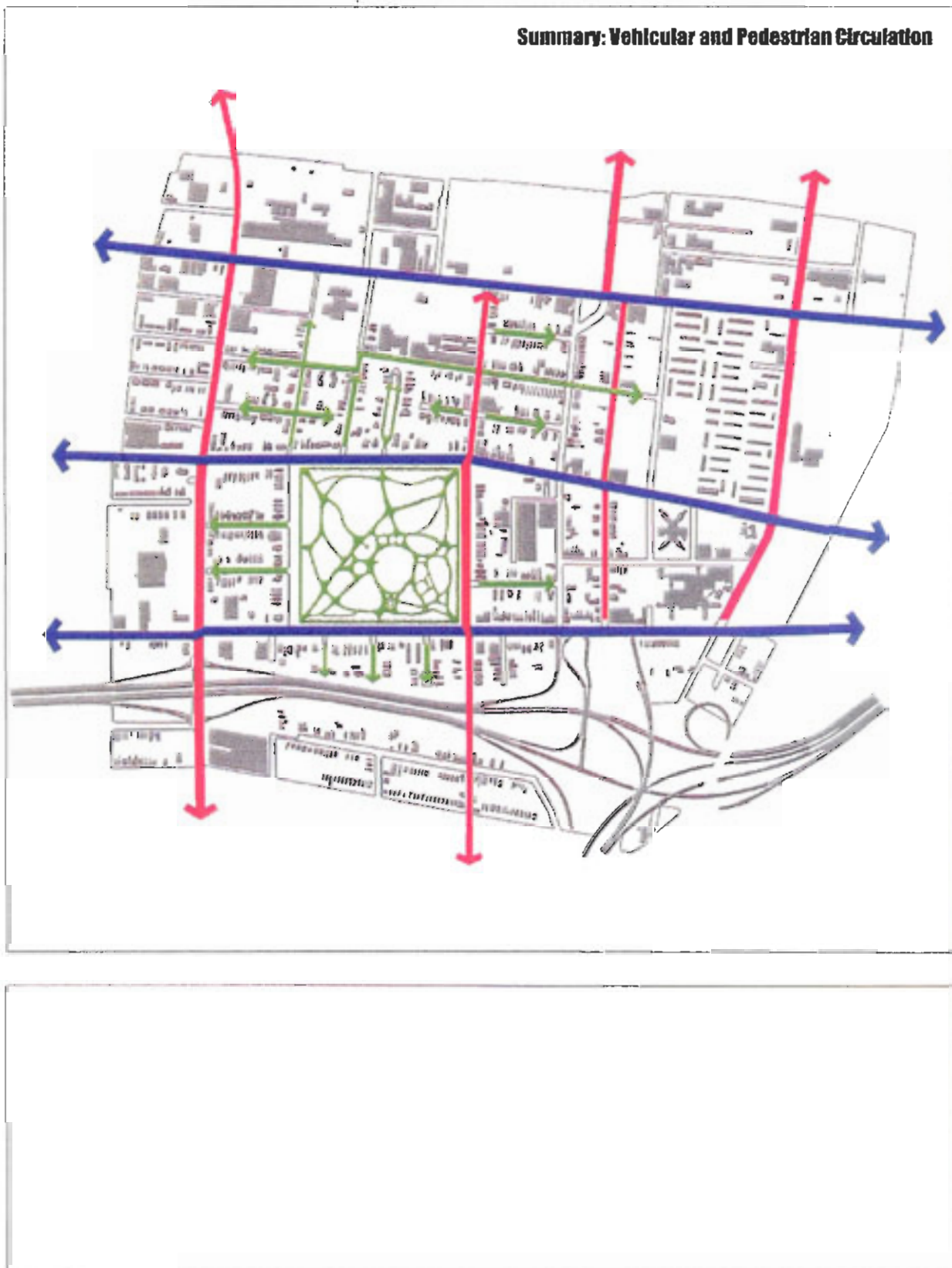
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Figure 9

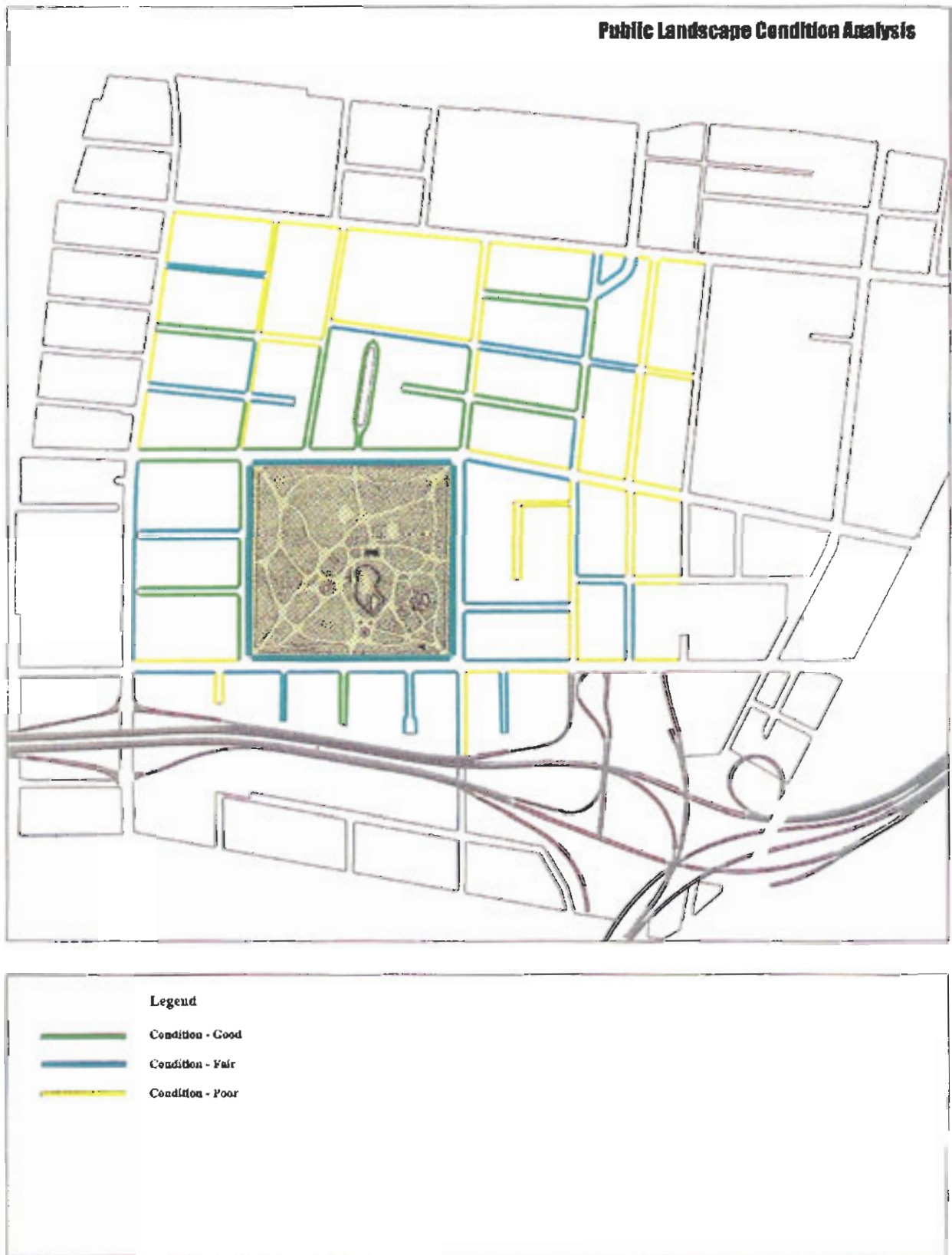


Figure 10



Street Pattern

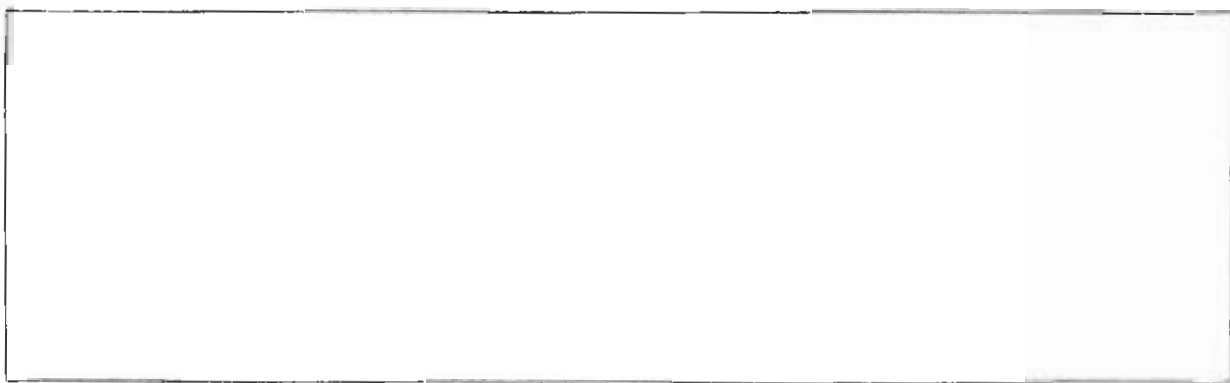


Figure 11



Analysis of Plan

4.1 Introduction

The Plan guidelines and principles provide a general framework to ensure that the continued redevelopment of the neighborhood maintains and enhances the existing character and identity. These guidelines complement the existing Historic Code. The major goals and themes are, in some cases, explained in greater detail in subsequent elements of this report.

4.2 Use Guidelines

- Lafayette Square is predominantly a residential neighborhood and all new land uses must reinforce that character or serve a residential function.
- Lafayette Square is an urban pedestrian-oriented neighborhood and all development must reinforce the urban character of the neighborhood, and the experience and sense of safety of the pedestrian.
- The developer(s) must devote all land only to those uses specified in this plan.
- Encourage new and infill residential development with a variety of lot sizes and building types to encourage a diversity of neighborhood residents. The Pattern Book, created in March of 2001 and as a direct result of the Plan, should be used as the primary source for new residential units.
- Encourage a wide mix of commercial and retail uses in the Park Avenue Business District, emphasizing those that serve the needs of residents.
- No new light and heavy industrial development nor big-box development is permitted in the neighborhood.
- Encourage high-tech companies to relocate to the neighborhood.
- All land uses must encourage pedestrian connections and comfort. Active street frontages, especially along the Park Avenue Business District, must provide for a sense of safety for the pedestrian and shopkeeper. For example, large signs covering windows is not allowed.
- Encourage a wide variety of festival and celebrations on a regular basis.



Typical Street scene - Rutger Street



Chapter Four

4.3 Streets

- Streets are important components of the public open space system and must be designed at a detailed level with great care and sensitivity.
- The street layout as shown in this plan must be implemented for the provisions of a balanced, safe and efficient pedestrian and vehicular system.
- Street design should follow the typical street found in the neighborhood.
- Develop a street improvement program and monitor the operation and implementation of the program.
- Building in or over the public right-of-way or giving up of street areas for private ownership is not permitted.
- Streets must be designed for pedestrian comfort and safety.
- Ensure all ADA requirements are met and when possible, exceeded.

4.4 Vehicular Access

- Create a pedestrian friendly environment and minimize conflicts between automobiles and pedestrians.
- Promote safe and efficient movement of vehicles, pedestrians and bicyclists in public and private circulation areas.
- Develop a detailed plan to provide bicycle lanes through the neighborhood and to connect to the citywide bicycle system.
- Coordinate with Bi-State agency to re-route the #80 bus line once the Grattan Street Parkway is completed in order to better serve residents and workers and to alleviate the deterioration of Mississippi Street between Park and Chouteau and the structural damage to historic homes along this street.
- Coordinate with the St. Louis School administration to relocate the school bus transfer point, possibly to another location adjacent the park. The current location has been designated as needed parking for the expansion of the Park Avenue Business District.
- Coordinate with the City of St. Louis to designate all neighborhood streets as non-truck routes.
- Coordinate with the City of St. Louis and MODOT to ensure the Highway 44/55 intersection meets the design intent as shown on this plan.
- Minimize the width and length of driveways.

- There should be no vehicular curb cuts from streets to single-family residences. If possible, new construction, especially along the Park Avenue Business District should provide access from the alley or side streets off Park Avenue.
- All street intersections to be four-way stops.
- Provide the necessary traffic controls to improve vehicular and pedestrian safety.
- Impose a 25 PMH speed limit within the neighborhood, slowing traffic, improving safety and consistent on all streets.
- Encourage the development of a vehicular entrance from Chouteau Avenue to the Foam Factory and Mississippi Loft development, thereby reducing traffic on Mississippi Avenue.
- Provide public improvements along Chouteau Avenue since it is a major entrance into the neighborhood.



Example of Bike Lane with Striping - Forest Park



4.5 Pedestrian Access

- Increase pedestrian activity and thus neighborhood safety, by providing front doors that connect directly to the street.
- Entrances should be highlighted by significant architectural, lighting and landscape elements.
- Ground floor units in multi-story buildings should have individual street-facing entrances for each ground floor unit. All units above the ground floor shall have at least once common street facing entrance.
- All sidewalk materials to conform to the Historic Code and be a minimum of 5' wide, but ideally 6'. Park Avenue Business District is an exception.

4.6 Landscaping

- Design and implement a street tree-planting program for all streets with the objective to create a continuous green canopy and a lush green edge.
- The planting hierarchy and choice of tree type must reflect the importance of major views and vistas, and of individual street character.
- Landscaping should complement the architectural features and entry with its placement.
- Landscaping elements should be used to screen undesirable features or to provide a privacy buffer.
- The use of native and hardy species is encouraged.



Urban Oasis



Chapter Four

- All new trees in public areas to have a minimum of 2"-3" caliper with a 12'-16' height and well-defined branch structure and overall form. Small ornamental trees should be discouraged in parkways (the green space between sidewalks and streets.)
- Trees shall be planted at not less than 30' on center and in parallel to the curb.
- Trees to be planted in parkways of 5'-7' where possible. Park Avenue Business District is an exception with trees planted in tree-wells.
- Keep all trees limbed up to a minimum of 8' above the sidewalk. Trees should be trimmed and pruned as appropriate to allow as much light to filter down from the current lighting standards.
- Medians to include a mixture of canopy and ornamental trees supplemented with gardenesque styled of planting beds.
- In public areas, all shrubs and hedges to be planted in groups rather than individual plants.
- Consider providing irrigation in all medians and select plants for low maintenance.
- Provide berms and landscaping as sound barriers along Highway 44.

4.7 Lighting

- Lighting should enhance security and the aesthetic qualities of the streetscape while minimizing negative impacts on the neighboring properties.
- Placement of lighting and fixtures should provide a coordinated and organized appearance that is designed with the placement of sidewalks and landscaping.
- Lighting should be designed to provide an even and uniform distribution of light, and should be consistent from block to block.
- Install new double-headed historic replica streetlights (per existing streetlights along Park Avenue) along Park, Lafayette, Mississippi and Missouri Streets.
- Install new single-headed pedestrian-friendly oriented historic replica streetlights along side streets.
- Fixtures attached to garages, in addition to the streetlights, should illuminate alleys.
- All lighting in parking lots should be pedestrian scaled and utilize low cut off fixtures to avoid glare.

- Parking area lighting should compliment the lighting of adjacent street and properties and should use compatible fixtures, source colors and illumination level.
- Parking area lighting adjacent to residential development should direct the light away from the residence, especially upper floors.



Examples of Historic Pedestrian Lighting

4.8 Entrances

- At all major entrances to the neighborhood, provide entry features to match the existing entrance at Jefferson and Park Avenues.
- All secondary entrances to have single historic posts on either side of the entrance. Design fence/urn/posts for end of all cul-de-sac streets.
- All entrance features to provide pedestrian access at all times.



- At the Chouteau and 18th/Grattan Street entrance the 18th Street and Lafayette; and the Dolman at Lafayette entrance, provide entry features with operable gates that are controlled by the immediate adjacent neighborhood group of residents – those most impacted by speeding and non-neighborhood traffic. For example, the 18th Street/Chouteau entrance would be controlled by those residents whose properties are within the area defined by Chouteau on the north, Grattan Parkway on the east, 18th on the west and Park Avenue on the south.
- Upgrade bridge on Highway 44 and Mississippi to serve as a major entrance to the neighborhood, but design in a manner to control and slow traffic entering the neighborhood.

4.9 Materials

- All streets to be asphalt with the appropriate street calming measures at intersections and entrances as shown on this plan. Mississippi Avenue between Chouteau and Park Avenues is an exception to be determined at a later date. (In May of 2001, the neighborhood elected to re-pave the middle of Mississippi and keep cobblestones on the sides.)
- All alleys to be concrete, cobble or brick.

4.10 Parks and Open Spaces

- Active and well-designed open spaces are essential for a quality public environment and livable neighborhood.
- Develop a specific short-term and long-term action plan that is coordinated with a budget to implement improvements that will ensure the vitality of both existing and proposed open spaces.
- Develop a consistent design vocabulary throughout the neighborhood for each open space considering landscaping, paving, lighting and street furniture.
- Encourage a variety of programs and activities in all open spaces including public art, children's play areas, passive seating, interactive features, etc.

4.10.1 Lafayette Park

- Develop a restoration plan based upon the original design.
- Over the long-term, seek official National Historic designation.
- Develop a "Friends of Lafayette Park" organization in order to raise capital for improvement projects.



Entry Features into Neighborhood - Park Avenue and Jefferson Avenue



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- Restore the public art, buildings and pavilion.
- Provide 45 degree parking all around the perimeter of the park, park side only, in order to provide additional parking for events, festivals, traffic calming and additional parking for the Park Avenue Business District.
- Install new-single-headed pedestrian oriented historic replica lights.
- Develop a landscape plan that is based upon the historic plan.
- Incorporate pedestrian crosswalks opposite major and minor entrances on the streets surrounding the park.

4.10.2 Community Gardens and Dog-Runs

- Develop a new community garden and dog-runs on the vacant site north of Hickory Street between Missouri and MacKay Place, in the event the community garden leaders are unable to obtain the current site at Park & Dolman as a permanent site. Other options include space at 18th/Chouteau or along the Grattan Street Parkway.
- Develop a fenced dog run in the landscaped buffer area immediately west of the Grattan Street Parkway.

4.10.3 Park Avenue Plaza

- Develop new plaza as focal point of the Park Avenue Business District.
- A portion of the plaza must be retained in public ownership.
- Provide a fountain in the plaza.
- Develop a design that clearly differentiates this area from other parks in the neighborhood.
- Provide two-way streets with parking around the plaza.
- Provide 45 degree angled parking around the plaza if possible to create additional parking spaces.

4.11 Building Orientation and Placement

- New buildings should acknowledge the existing street hierarchy and should spatially enhance and define the street.
- Buildings should be designed so that the majority of the building's mass aligns with and is close to the sidewalk and street.
- Where possible, follow the existing pattern of historic building placement.
- No new buildings are to be more than three stories, especially along the Park Avenue Business District, unless a variance is received by the St. Louis Planning Department.



George Washington Statue in Lafayette Park



4.11.1 Building Facades

- All the street level buildings should be designed to create pedestrian scaled, visually interesting active and a comfortable environment by minimizing blank walls and incorporating architectural and landscape features of interest and utility.
- For new residential buildings, variety for pedestrians should be achieved through the use of design features such as entry points, stairs, porches, balconies, bay windows and landscaping.
- For retail buildings, street level retail spaces should be accessed directly from the sidewalk and a minimum of 75 percent of the ground floor frontage should be glazed and/or entryways. This allows greater visual transparency between inside and outside and creates a pedestrian-friendly environment.
- The design of new buildings should incorporate architectural scaling elements that recall but do not necessarily replicate traditional details.
- Ensure that building facades relate to typical residential forms through the use of materials, architectural ornament and details.
- Architectural detailing should be designed to create visual interest.
- Provide reveals and changes in surface plane textures that contribute to the visual interest of the façade particularly when accented by light and shadow.

4.11.2 Massing and Materials

- New building should acknowledge the scale and proportion of adjacent historic structures.
- Building facades should be composed in accordance with traditional principles with three vertical segments: a base, a wall and a roof portion. Each of these portions should have its own characteristic detailing.
- Appropriate selection of architectural details such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, window

reveals and forms, color and location of building entries and garages, as appropriate to each site and building use, add to the character of the building.

- Construction materials should be compatible with those used elsewhere along the street.

4.12 Parking Structures and Lots

- An easily accessible and adequate parking facility is an essential component in designing a successful mixed-use neighborhood. Parking facilities should be built or located to complement overall goals for activity and connectivity and should be integrated as visually interesting elements in a pedestrian-friendly place.

4.12.1 Parking Structures

- New parking structures should include ground floor retail and be detailed as buildings, not as generic garage structures.
- Parking structures should be designed in such a way that they become architectural assets by utilizing appropriate articulation, detailing, massing and scale.
- Design parking structures entries such that it avoids or minimizes vehicular and pedestrian conflicts.
- Preferably locate parking structures' entrances to side streets.

4.12.2 Surface Lots

- Maintain a consistent and active street space reinforced by a continuous edge of building frontage while minimizing the visual impacts of surface parking lots.
- Use low walls or fences, grade separations, plantings or other devices to screen cars and eliminate gaps in the street wall caused by surface parking.
- Do not create a security problem or obscure visibility to or from the sidewalk.
- The perimeter of surface parking lots should be landscaped with trees and shrubs.
- Mark entry points to the lot clearly so that conflicts between vehicles and pedestrians are minimized. Avoid curb cuts (minimum one) and create a vehicular entrance off alley if possible.



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- Provide illumination that ensures a sense of safety for both occupants and passersby.
- Minimize the visual impact of parking on the residential streetscape.
- Minimize the impact of headlights and vehicle noise on adjacent streets and residences.
- Parking should be designed and located so that it is not visible from the public right-of-way and should not negatively impact adjoining properties.
- Surface parking on major neighborhood streets should be discouraged and be seen only as a temporary use.
- Lamp standards for parking lot lighting must not exceed 20 feet in height and match historic style of neighborhood fixture.



New Parking Lot in Business District

4.12.3 Street Parking

- Parallel parking on all streets is required with exceptions as follows:
 - 45 degree angled parking on all streets surrounding park, park side only
 - 45 degree angled parking on Park, residential side, from Mississippi to Benton
 - 45 degree angled parking on Mississippi, west side, from Park to Chouteau.

4.13 Urban Elements and Furniture

- Develop a coordinated street furniture program especially for the neighborhood

4.13.1 Signage

- Develop a clear and coordinated signage and interpretative system.
- Signs should be unobtrusive.
- Sign colors, material, sizes, shapes and lighting should complement the architectural and/or landscape design.
- Encourage variety of retail and restaurant signage, awnings, and the installation of colorful building elements especially in the Park Avenue Business District.
- Develop a standard banner size and fixture method for the neighborhood, especially in the Park Avenue Business District.
- Encourage unique special event banners for the neighborhood, especially in the Park Avenue Business District.

4.13.2 Public Art

- Art should add beauty and interest to a place. It may include sculpture, water, seating and even an opportunity for children to play.
- Develop a public art program.
- The setting for public art is significant to the experience of the art itself and especially its impact on the place.
- Placement of public art should avoid locations where it would compete with a storefront or obstruct a pedestrian path, create a traffic hazard, or compete with other public art.
- Murals or base-relief should be used to enliven otherwise blank walls.
- Construct public art using durable and environment-friendly materials and finishes.
- Publicly accessible art components should be included in all private and public development.



4.13.3 Walls and Fences

- Coordinate the design of walls and fences to complement the architecture and the character of the neighborhood.
- Fence and wall design should allow open space and landscaping to be visible from the public right-of-way.



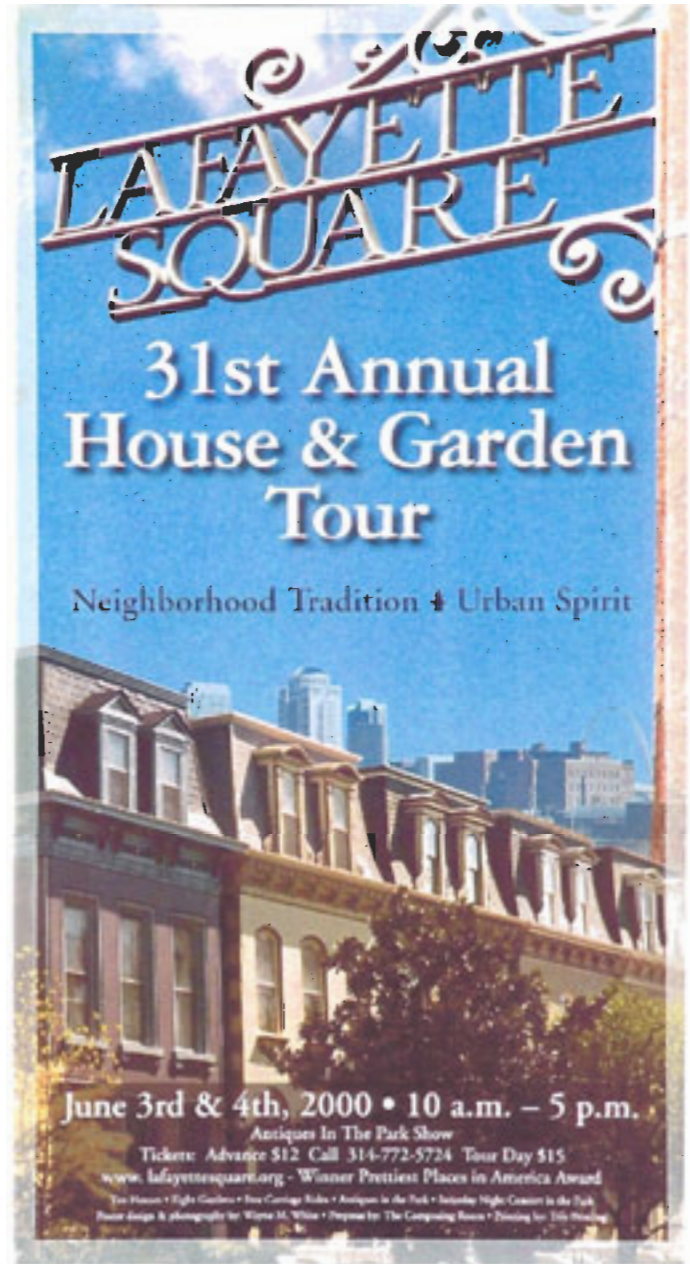
Annual Bike Race

4.14 Community Events and Festivals

- The LSRC to sponsor a wide variety of neighborhood activities and events on a regular basis.
- Develop unique one-of-a-kind festivals and events that build upon the character of the neighborhood.
- Support and strengthen the “summer in the park” concert series.
- Support the various house tour programs.
- Support the bike race around the park. Design the special paving areas to accommodate this event.
- Support improvements to the community pool and tennis courts.
- Develop a marketing program for all events and festivals.



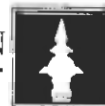
Kids Parade



Poster Promoting 2000 House Tour

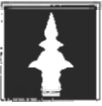
4.15 Operations, Management and Maintenance

- Lafayette Square Restoration Committee (LSRC) to be designated “Plan Implementer”.
- LSRC to review its structure, budget and operations in order to ensure the full support of the neighborhood for this plan and to ensure an effective implementing and financing structure is developed to capitalize on this plan.



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- The neighborhood to retain a full-time mid-level Neighborhood Development Specialist who has previous experience and track record on similar projects. LSRC to prepare a job description and budget for presentation at a neighborhood meeting prior to advertisement and selection. It is critical that the job not be a compilation of existing tasks but focused on making the plan happen.
- Develop a bi-monthly Plan Coordination meeting facilitated by the Neighborhood Development Specialist with all Alderman, city agencies and private developers working in the neighborhood or immediately adjacent.
- Develop a quarterly Near Southside Area meeting facilitated by the Neighborhood Development Specialist with all Aldermen and neighborhood leaders to coordinate the redevelopment efforts.
- Secure the necessary public capital improvements funds for street and park improvements.
- New developments to fund wherever possible neighborhood improvements such as trash cans, streetlights, trees, benches, public art, etc.
- Existing businesses immediately adjacent to a residential area to be sensitive to the needs of homeowners and develop operational plans to address neighborhood concerns. For instance, businesses along Jefferson Avenue, Park Avenue and Rutger Street need to work with surrounding residential areas in order to minimize negative impacts.
- Write grants and form partnerships to secure the necessary funding for the next phase of planning as well as a few selected projects.
- Encourage developers and businesses that meet the community's vision to build and/or relocate to the neighborhood.
- Extend the historic boundaries of the neighborhood east to the new Grattan Street Parkway.
- Work with the existing St. Louis School District to upgrade and improve neighborhood schools.
- Work with the St. Louis Police Department to improve safety in the neighborhood and to control traffic speeding.
- Ensure the necessary underground communications infrastructure is supplied to the neighborhood.
- Develop a maintenance program for current and new public improvements, funding resources and a maintenance code that can be enforced.
- LSRC and City of St. Louis' Neighborhood Stabilization Officer to attend to the small but important maintenance and operational issues of the neighborhood.



Park Avenue Business District

5.1 Introduction

Although Lafayette Square is predominantly residential in character, an important component of the neighborhood is the Park Avenue Business District. The Park Avenue Business District (District) plays an important role in the neighborhood in that, along with the adjacent Lafayette Park, it serves as a focus of activity within the neighborhood. As the primary node of commercial activity in the neighborhood, the District contains most of the locally serving business establishments in Lafayette Square, including restaurants, bars, dry cleaners, art gallery, coffee shop, other retail and office uses.

Of course, some of these businesses draw patrons from outside the neighborhood as well. For many of these patrons, it could be said that the District serves as a “window” on Lafayette Square, since most of their overall impressions of the neighborhood would naturally come from their experiences while shopping, dining, or doing business on Park Avenue.

At present, the District consists of a collection of well-maintained historic buildings situated along the north side of Park Avenue between Mississippi Street on the west, and Dolman Street on the east. The District is typical of a traditional commercial streetscape, characterized by buildings that form a continuous street wall with a high percentage of window and door openings, on-street parking, and a rear service alley. Typically, such historic commercial buildings feature ground-floor commercial retail or office storefronts, with upper-story residential or office uses. Such is the case with the Park Avenue Business District.

The western half of the District is solid; however, the eastern half is characterized by a few buildings separated by vacant lots. The south side of Park Avenue between Mississippi and Dolman is

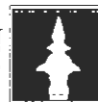
largely vacant, and as a result the District, though charming, has an “unfinished” feel. These empty spaces between buildings create gaps that can be psychological as well as physical, making some people feel uneasy when walking down the street. One of the aims of the Lafayette Square - Neighborhood Urban Plan, is to ensure that these vacant lots are developed in such a manner as to enhance and – in a sense – “complete” the historic picture and charm of the Business District.

5.2 Park Avenue Plaza

As noted above, the south side of Park Avenue is presently underdeveloped, other than for a vacant, non-historic building located near the southwest corner of Park and 18th Streets. A sizable portion of this vacant land, approximately 138,000 sq. feet was formerly used as an auto salvage yard, which has been recently removed. Directly behind this vacant site is the former Western Wire Building, currently being redeveloped as a mixed-use commercial/residential project, known as the Wire Works Development Project. The rear portion of the site will be devoted to parking for the adjacent Wire Works; however, the frontage along Park Avenue should be developed as a focal point for the Park Avenue Business District. This will be accomplished by developing a new public plaza on the site.

With this in mind, the following guidelines are set forth for the design of the new plaza:

- A portion of the plaza must be retained in public ownership.
- A fountain shall be installed in the plaza.
- The plaza shall be designed in such a way as to differentiate it from other parks within the neighborhood, and indeed, the metro area.
- 45 degree angled parking should be provided around the plaza.



Chapter Five



North Side Business District Today



South Side Business District Today



5.3 Community Garden Option

There is presently a community garden located at the northwest corner of Park Avenue and Dolman Street. A beautiful mural has been painted on the side of the building immediately to the west of the garden, and a gazebo has been erected on the site. Although the agreement between the City and garden leaders states that the garden was to be a temporary project until the site was developed into a mixed use/commercial project, it was agreed that the community garden leaders should be given the opportunity to try to acquire the property. If this is not feasible, the neighborhood will work with the garden leaders to find a permanent site. The garden will remain at its present site until the property is developed or an alternative site is found. Thus, the option set forth for this 9,700 square foot site is:

- Retain the site as a community garden if the garden leaders can obtain the property from the city. If this is not feasible, the community garden will remain there until such time as the property is developed or a permanent site for the garden is found.

There is strong sentiment for additional pocket parks and green spaces throughout the neighborhood. Developers should be encouraged to incorporate such features when designing new projects. There are also opportunities to develop green spaces along the Grattan Street Parkway with multiple uses such as a garden or dog run.



Figure 12 Community Garden Option

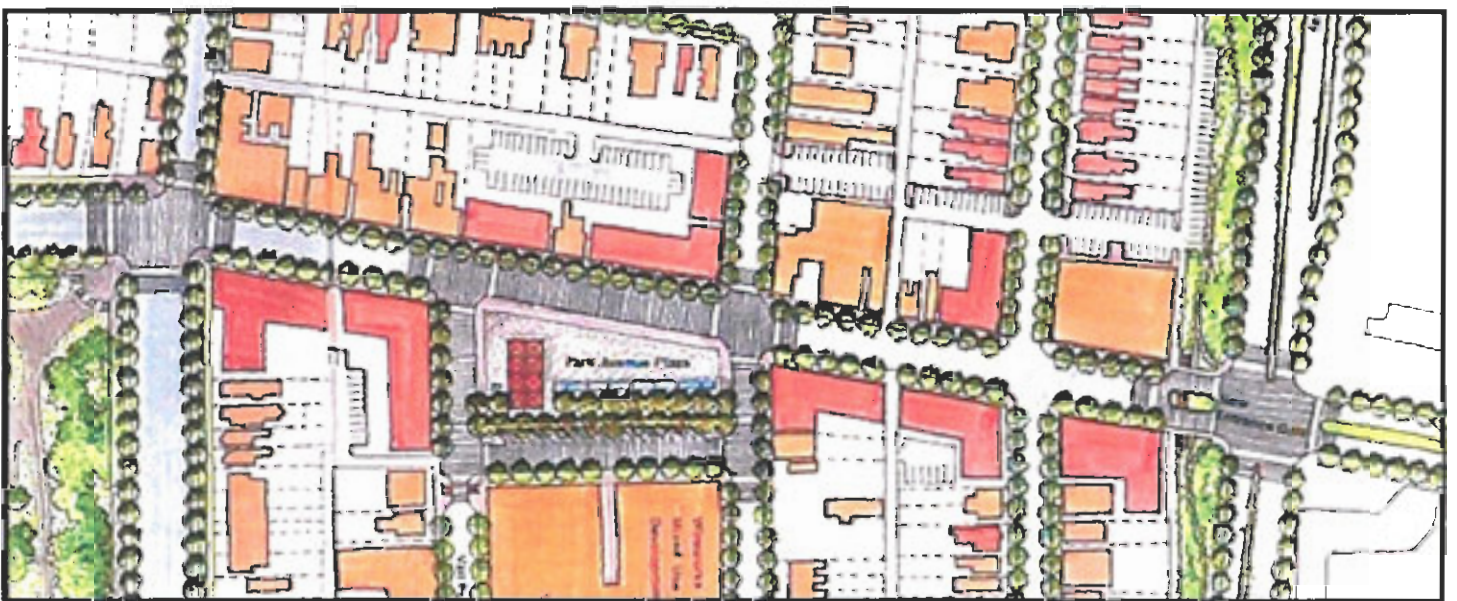


Figure 13 Park Avenue Commercial District



Chapter Five



Park Avenue

5.4 Use Guidelines

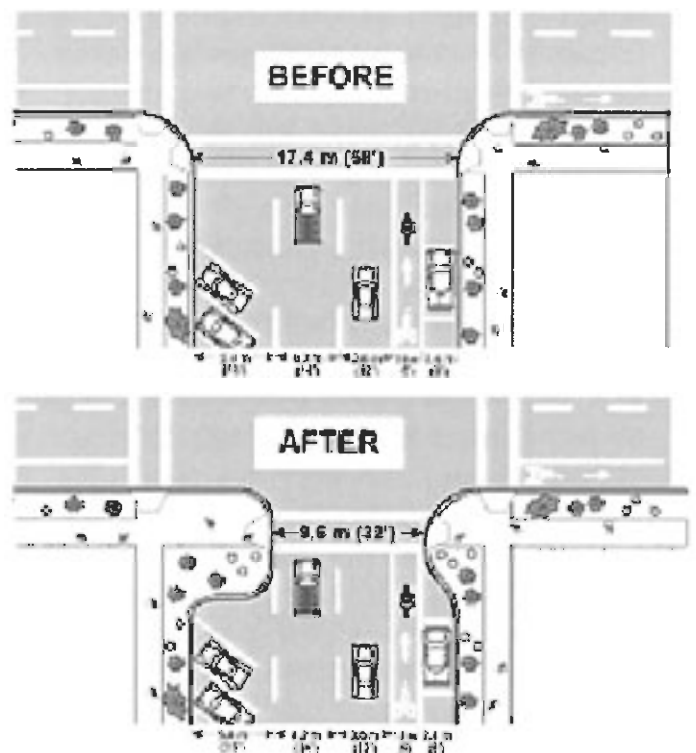
In order to maintain and enhance the existing character of the Park Avenue Business District, all new development shall be limited to residential and neighborhood commercial uses. Neighborhood commercial uses may include restaurants, retail stores, small businesses and offices, personal service establishments (e.g. dry cleaners, hair salons, barber shops), medical clinics, day care centers and other incidental uses which will not create or become a nuisance or hazard to the surrounding uses or neighborhood. Typically, the neighborhood commercial uses would be located at street level or above, with residential uses situated either above or to the rear of commercial uses. Care must be taken in the design of buildings to ensure that residents would not be impacted by commercial activities, especially service-type commercial and restaurant uses.

5.5 Streets and Parking

Park Avenue is a wide street, measuring 64 feet in width between Mississippi and Dolman. There are two lanes of traffic, with 45 degree angled parking on both sides. The sidewalks, however, are quite narrow, only 8 feet wide. In the past, there has been some interest in widening the sidewalks to make them more “pedestrian-oriented,” as well as provide more space to allow for outdoor dining in front of the restaurants. The dilemma, however, has been the loss of on-street parking spaces that would result from reducing the street width in order to accommodate widening of the sidewalks. However, additional 45 degree angled parking at Park & Mississippi and parking around the new Plaza

will offset any perceived loss of 45 degree angled parking on Park Avenue. And, some “tight parking” conveys to the visitor that the area is vibrant and exciting, very much like the Central West End. Visitors don’t mind parking a block away from their favorite shop or restaurant if they are made to feel safe and secure and there are other pedestrians.

The Plan calls for improvements to Park Avenue by widening the sidewalks to a minimum of 15 feet in width but ideally to 18 feet, and reducing the pavement to one eight-foot wide parallel parking land and one travel lane in each direction. Along the sidewalk, new trees shall be planted, spaced in tree wells at a maximum of 30 feet apart. The trees would be interspersed with new decorative historic replica double-headed streetlights to match the existing. Sidewalk areas in front of restaurants shall be designated for outdoor dining.



Example of a proposed change in street sections - Oregon Department of Transportation



5.6 Block Configuration Guidelines

In the future development of land in the Park Avenue Business District, it is important to maintain the scale and size of new development so that it fits in well with existing development. One way to achieve this goal is to require that the configuration of individual blocks retain the original street grid of the area. In addition, the features of newly developed blocks shall mimic existing developed blocks, according to the following guidelines:

- Each block must be framed by a public pedestrian walkway around the perimeter of the block with a new widened sidewalk of at least 15 feet in width, ideally 18 feet, with regularly spaced trees as noted in Section 5.5 above.
- Curb cuts will not be permitted except for access to off-street parking as a temporary measure.
- Off-street parking must be located to the rear of the buildings, and screened from public view. Whenever possible, parking areas should be shared among businesses within the same block. Off-street parking areas must have at least three (3) percent of their interior area landscaped. This interior landscaping should consist mostly of trees.
- Parking Structures will be subject to the same massing, lot configuration, building and material guides as commercial buildings.
- Each block must have a rear alley, which has no sidewalks or setbacks. Generally, alleys on opposing blocks must align with one another, creating a secondary circulation pattern for off-street parking, sanitary and utility purposes.
- Trash dumpsters must be placed to the rear of the buildings and screened from view using planting materials and/or fencing.

5.7 Lot Configuration Guidelines

How buildings are placed on a particular lot has a major affect on the overall appearance and pedestrian orientation of a streetscape. In order to maintain the traditional commercial street character of Park Avenue, new buildings must be built to the sidewalk, with

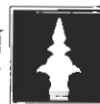
no gaps along the frontage. Accordingly, the following lot configuration guidelines shall apply to the Park Avenue Business District:

- Main building facades must be placed on the front property line and extend the full width of the frontage along Park Avenue.
- Corner buildings must extend along the secondary street the full width of the lot.
- No building shall be erected on any lot or parcel or combination of lots or parcels containing less than 50% of the aggregate area.
- No building or combination of buildings shall cover less than 35% of the aggregate land area of any lot or parcel or combination of lots or parcels, which comprise the development site.
- A street elevation must be submitted for approval at schematic design phase, showing the existing buildings immediately adjacent to the lots to be developed.
- Lighting of any property must not cause visual glare toward residential property to passing motor vehicles.
- New double-headed historic replica streetlights (per existing streetlights along Park Avenue) shall be installed along Park, Lafayette, Mississippi and Missouri Avenues.

5.8 Existing Historic and Non-Historic Buildings

The existing historic commercial buildings along Park Avenue are a precious resource not only to the Lafayette Square neighborhood, but to the entire city of St. Louis as well. Their maintenance and preservation is absolutely vital if the Park Avenue Business District is to be successful.

In 1994, the LSRC adopted the Lafayette Square Historic District Code: Standards to Design and Construction. The Historic Code, adopted by the City of St. Louis in December 1994, sets forth design and construction regulations to renovation and restoration of existing historic buildings in Lafayette Square. Accordingly, the renovation and restoration of historic buildings in the Park Avenue Business District shall follow the Historic Code. In addition, the renovation and redevelopment of existing non-historic buildings shall follow the Historic Code as well.



Chapter Five

5.9 New Building Guidelines

As noted in Section 5.8, the existing historic buildings along Park Avenue are a strong identifying feature of the Business District, and, as such, set the tone for future development. New development shall adhere to the following guidelines:

- All new buildings shall be designed with a precedent example as the base. The example must be selected from the neighborhood, and identified and submitted for approval at the time of schematic design.
- Buildings shall be composed of simple volumes, typically covered by flat or pitched roofs. Wider buildings (50 feet wide or more) must be broken down into a series of smaller elements or bays to match the rhythm of traditional historic storefronts.
- Traditional commercial buildings typically have an orderly composition of windows and doors within each bay. The entrance bay should be the most important.
- The principal façade shall be divided into a base, middle and top. Adding height in the middle tier can create taller buildings.
- Buildings shall be a maximum of three stories in height and a minimum of two stories. Buildings up to five stories may be considered but will require a variance from the City Planning Department.
- First floor minimum floor-to-ceiling height should be 12 feet. Upper floor minimum height should be 10 feet.
- There should be a horizontal band of decorative molding at the division line between the base and the middle, as well as an expressed cornice line.

These materials must be used in the construction of new buildings, so that they fit well and complement the existing historic buildings.

The following regulations shall apply to building materials used in new construction within the Business District:

- Cladding materials on the primary and intermediate façade must be brick, stone or that which is common to the District.
- For buildings that are not placed on a corner lot, the primary façade cladding must return the corner a minimum of 36 inches.
- Corner buildings are considered to have two primary facades.
- Painted surfaces must blend with the historic character of the surrounding neighborhoods, and be complementary to the brick or stone used on the façade.
- Four-inch wood or vinyl siding is acceptable on the rear of unexposed side facades only.
- Ground floor windows should be large plate glass. Upper story windows should be “punched” vertical in proportion, and arranged in an orderly rhythm.
- Traditional canvas awnings are recommended. They not only provide cover and outdoor display space, but they add color and serve as a transition between the storefront and the upper façade. The awnings must be sloped and fit the openings of the building on which they attach and not overlap the opening or multiple openings.
- Signs must be placed above the transom area on the signboard area. Signage above the second story windows is not acceptable.
- Generally, signs will be encouraged on awnings where they will not interrupt the storefront design proportions.

5.10 New Building Materials

In addition to the massing and design of new buildings, how well they fit in with the existing historic structures also depends upon the building materials used in their construction. All of the existing historic structures in the Park Avenue Business District are brick. In fact, most buildings within the entire Lafayette Square neighborhood and throughout much of St. Louis are brick as well. A few of these buildings, while constructed of brick, have stone or smooth stucco facades, especially in Lafayette Square.



5.11 Street Level Transparency

One of the most important elements of a pedestrian-friendly streetscape is the generous use of windows, allowing a pedestrian to see into various storefronts. This “transparency” of the buildings makes the streetscape more visually interesting for passersby, while also allowing merchants to better advertise their merchandise or services by actually making the products visible to the passerby, with a minimum of signage.

To ensure the visibility of pedestrian interactive uses and provide a more open and human-scaled architectural character along the sidewalk, the follow guidelines are set forth:

- A variety of glass-to-wall ratios that reflect the different uses within a building are strongly encouraged. Typically, this is characterized as less glass-to-wall for residential use and upper floors, and more glass-to-wall for commercial uses.
- Use awnings or canopies to reduce glare and reflections on storefront glass, and shade and weather protect the storefront displays as well as pedestrians standing or walking by the storefront.

5.12 General Guidelines

- As part of the streetscape design for Park Avenue, develop a lease and management plan for the outdoor dining area on the improved and expanded sidewalk.
- Develop clearly demarcated areas for public seating vs. outdoor dining.
- Develop guidelines for the design and operation of restaurant patios on public sidewalks.

5.13 Operations, Management and Maintenance

- Whenever different types of land uses are combined within a building or block, or are located next to one another, or are in close proximity to residential properties, certain nuisance problems may arise if not properly addressed. Certain types of commercial uses, especially eating or drinking establishments, may have greater impacts on surrounding land uses than others. For example, restaurants draw larger numbers of patrons during certain periods of the day, often requiring a greater number of parking spaces during these peak periods. They also usually generate larger amounts of waste, odors, and noise than many types of general commercial or office uses. And yet, by their very nature, restaurants play a crucial role in adding to the overall vitality of a commercial district.

Dining out has long been a major social event, enjoyed by a wide cross-section of the population. This is certainly true in Lafayette Square. In order to ensure that the existing and future mix of uses co-exist within the Park Avenue Business District, the following measures are recommended:

- Support the formation of a Park Avenue Business District Association, to oversee the management and maintenance of the area.
- The Park Avenue Business District Association needs to resolve the interim “lack of parking” perception through a program such as the provision of valet parking and/or marketing.
- Add sufficient trash bins in the alley behind Park Avenue and according to city ordinances.
- Ensure that waste removal is completed per city policy and operational requirements.
- Be sensitive to noise created by patrons sitting outside on nearby residences. Consider restricting outdoor seating after certain hours.
- New development should fund, wherever possible, neighborhood improvements such as trash cans, streetlights, public benches, artwork, etc.



Chapter Six

18th & Dolman Redevelopment Area

6.1 Introduction

Located in the northeastern corner of the Lafayette Square neighborhood, the 18th Street and Dolman area has suffered from rampant demolition before the neighborhood was designated an historic area. Currently, Dolman is heavily traveled by commuter traffic and has few residences that line the street. With the creation of the Urban Plan and HOPE VI, Dolman was identified as a prime area for redevelopment.

As interest in Lafayette Square has increased over the last few years and investors have begun to redevelop some of the vacant structures, new attention is being given to the large number of empty lots and derelict buildings located in the northeastern edge of the neighborhood. With the recent redevelopment plans and activity and the Grattan Street Parkway slated for completion by November 2002, the City of St. Louis Redevelopment Agency,

which is the primary owner of the lots on Dolman, will be issuing a Request for Proposal in order to develop new residential properties.

It is the goal of the Plan to provide a vision for these new residences so that there is a sense, or feeling, that these new residences have been here “awhile” and do not stand apart from the rest of the neighborhood. Additionally, public improvements have been identified that enhances and strengthens this quadrant of the neighborhood.

The New Construction Guidelines were developed in response to the impending distribution of the Request for Proposal by the City of St. Louis to prospective developers. The guidelines are intended to provide a clear and concise guide not only for the Dolman area, but any private developer considering erecting any new residence within the neighborhood. By establishing guidelines, the neighborhood encourages developers to be sensitive to the unique contextual architecture. The New Construction Guidelines may be obtained from the City of St. Louis/ St. Louis Development Corporation or the LSRC.



Dolman Avenue between Chouteau Avenue and Park Avenue



6.2 Design Options – Defining the Neighborhood Edge

With the redevelopment of the Dolman area including new residences and the construction of the Grattan Street Parkway, there exists the opportunity to create a new, softer edge to this quadrant of the neighborhood and the ability to link the old with the new. An elegant, welcoming edge will also provide residents with usable, interactive space and create a unique look for the northeast quadrant of the neighborhood.

Two potential development options were identified addressing these unique opportunities at the northern ends of 18th and Dolman Streets, respectively. Currently closed to thru traffic with concrete planters and bollards, the area lacks definition and is uninviting. Volunteers have done their best to “dress up” the area with plantings, but it is a transition area between the neighborhood and the point in which you begin to enter the “downtown”

area. A new entry would define the neighborhood edge, link Dolman and 18th Streets and create a traditional “Victorian Eclipse”, producing a usable, inviting space for residents and visitors. Both options would include intersecting 18th and Dolman Streets with a “circular” road, thus creating a visually interesting space and defining a unique edge. The two options are as follows:

Option 1: Develop a mirror or similar-like building which currently exists on the east side of entry street from Chouteau, thus creating a symmetrical entry.

Option 2: Remove the existing building and create a “green space” on either side of the entry street from Chouteau. One of these entry sides could be used for a new community garden. Or, the existing building could remain and a community garden flanking it on the other side of the entry street.

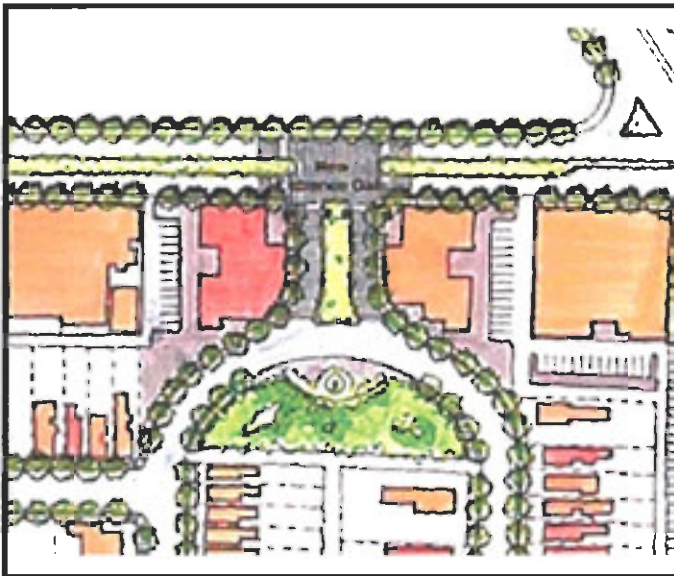


Figure 14 18th Street Neighborhood Edge Option One

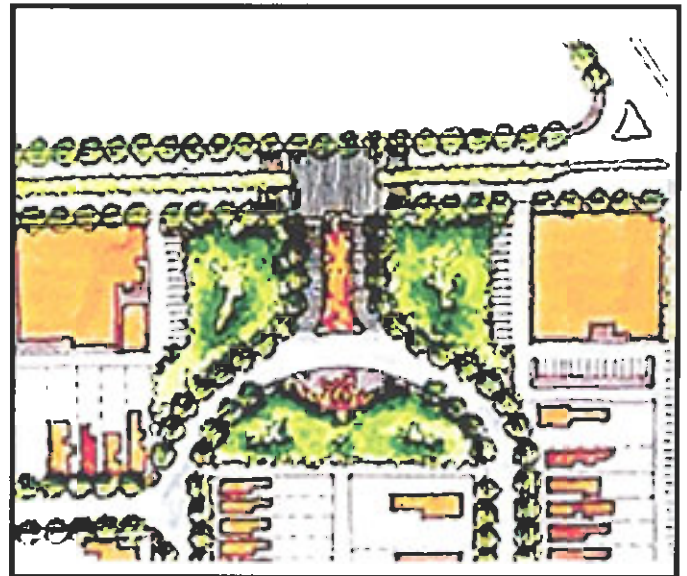
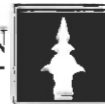


Figure 15 18th Street Neighborhood Edge Option Two



Chapter Six

6.3 Use Guidelines

An urban setting often has a mix of uses. The following are acceptable for the Dolman area:

- A lot or parcel or combination of lots or parcels must be used to develop single family attached / detached or multi-family residential development.
- Provide a site as shown on this plan for a small neighborhood school.
- Provide one new commercial site as shown on this plan.

6.4 Block Configuration Guidelines

The redevelopment of 18th and Dolman must be sensitive to the existing standards that exist in the neighborhood. The following block configuration guidelines are not new to the neighborhood, but merely document what exists and should be maintained.

- Block configuration must retain the street grid as shown in this plan.
- Each block must be framed by a public pedestrian walkway around the perimeter of the block with a sidewalk that is a minimum of 5 feet wide and a tree lawn that is at least 5 feet wide.
- Vehicular curb cuts will not be permitted, except for alleyways.
- Each block must have a rear alley, which has no sidewalks or setbacks. Generally, these alleys on opposing blocks must align with one another creating a secondary circulation pattern for off-street parking, sanitary and utility purpose.

6.5 Lot Configuration Guidelines

- Lots are typically long and narrow with consistent front setbacks and shallow side setbacks. Houses are built to the side setback lines and appear evenly spaced, in regular rhythm along the street. New construction must observe this pattern of building spacing. Setback of buildings of a specific lot or parcel must be in accordance with the existing setback line.

- The placement of the individual buildings, or groupings of buildings, must be such that the street oriented urban character of the neighborhood is continued.
- Bays and similar architectural projections may extend into required front yards a maximum of 4 feet; unenclosed porches may also extend into required front yards a maximum of 8 feet.
- A street elevation must be submitted for approval at schematic design showing the existing buildings immediately adjacent to the lots to be developed.

6.6 Existing Historic and Non-Historic Buildings

- Renovation and restoration of historic buildings should follow the Lafayette Square Historic District Code: Standards for Design and Construction
- Renovation and redevelopment of existing non-historic buildings should follow the Lafayette Square Historic District Code: Standards for Design and Construction

6.7 Building Guidelines

- All new buildings must be designed with a precedent example as the base. The example must be selected from the neighborhood, and identified and submitted for approval at the time of schematic design.
- Most of the houses found in the neighborhood exhibit a consistency in their proportion and overall height. House facades can be divided into a number of zones: the foundation, the wall zone, the cornice zone and the roof zone. New houses should be based upon this design principle.
- Front porches should be at the typical level above the street.
- Floor to ceiling heights (minimum 10 feet) should be used to create consistent wall zones and cornice heights.
- Building facades must not exceed a height of three stories. The ground floor should appear to be at least 4 steps above grade to allow for the basement.
- The facades of the residential units must have a range of treatments of porches, balconies, window, doors, dormers, overhangs, materials, and trim colors to provide variety.



Typical Building Elements - "New Construction Guidelines" February 2001



New Infill Housing

6.8 Building Materials

- Cladding materials on the primary and intermediate façade must be brick, stone or that which is common to the street.
- For buildings that are not placed on a corner lot, the primary façade cladding material must return the corner a minimum of 36 inches.
- Corner buildings are considered to have two primary facades.
- Painted surfaces must blend with the historic character of the surrounding neighborhoods, and be complementary to the brick or stone used on the façade.
- Four-inch wood or vinyl siding is acceptable on the rear and unexposed side facades only.
- Windows and doors must be constructed of either wood or modern materials, but must maintain an historic appearance. Clear and non-reflective panels of glass must be used for windows and doors. Storm windows and doors are allowable, provided they not detract from the façade design.
- Roofing material will be limited to slate, synthetic slate, asphalt or fiberglass shingles. Dark colors are preferred.

6.9 General Guidelines

- The existing Salvation Army building and site should be subject to a detail study for its redevelopment.
- At the Chouteau and 18th Street Entrance, provide operable gates as described in Chapter 4. Provide entry features with operable gates at Dolman & Lafayette and 18th and Lafayette. As an interim measure, provide alternative landscaping other than barrels at all locations similar to street closures in the Central West End.

6.10 Operations, Management and Maintenance

- Do not consider opening Dolman & 18th until one year after the Grattan Street Parkway and the entrances to 55/44 and the link onto 18th Street are built so that the traffic situation can be monitored and observed. The residents must approve any potential opening in that area as described in Chapter 4.
- Once the Grattan Street Parkway is completed, close Dolman at both ends.
- All street intersections to be four-way stops.



Chouteau Avenue

7.1 Introduction

The Plan recommends that the neighborhood and city address the land use and zoning issues along Chouteau Avenue, and has presented a number of options for the redevelopment of this area. Currently, the area is a mixture of residential housing, retail businesses, light-to-heavy industry including manufacturing and chemical processing and vacant lots. Because of the very nature of these competing interests, antagonism sometimes exists. The Plan seeks to create additional residential housing and businesses that contribute and enhance the neighborhood, thereby eliminating the negative impacts and environmental concerns that currently prevail.

Chouteau Avenue is an east-west arterial that defines the northern edge of the historic district between Jefferson and Dolman. The north entrances to the neighborhood are currently at Missouri, Mississippi and Dolman Streets, although Dolman will be closed once the Grattan Street Parkway is completed. Chouteau is configured as a four-lane street with a shoulder/parking lane in each direction, and lined with sidewalks on both sides.

Currently, the street is zoned to accommodate light to medium industry, west of the new loft housing. Several types of businesses operate on the section of Chouteau consisting of light to medium manufacturing, industrial and construction supply vendors, chemical distribution and processing, heavy trucking storage sales and maintenance and office use.

The new loft housing and the eastern portion of Chouteau are zoned for neighborhood commercial or residential uses.

Due to current uses, few pedestrians walk down Chouteau, even though it is sidewalked on both sides. Additionally, it is not a particularly attractive street, with little or no landscaping except at a couple of the entrances to businesses. MacKay Street which once terminated at Chouteau now ends at Hickory and is sur-



Chouteau Avenue Looking East

rounded by vacant lots and blocked by circular concrete planters. Obviously, some of the goals that will be mentioned are long-term, however, it is important to document them and begin to work towards the redevelopment of this area, especially since new loft housing is expected to open near the entrance at Chouteau and Mississippi in 2002.



Chapter Seven

7.2 New Loft Housing

There are two redevelopment projects slated for completion in 2002 that will add nearly 200 residential units to the neighborhood:

- The Foam Factory Building at Mississippi and Hickory.
- The Mississippi Loft Building at Mississippi between Hickory and LaSalle. This project will also incorporate a restaurant.

Both buildings are one-to-two blocks south of Chouteau. Both projects will house market-rent loft apartments and are expected to attract first-time renters to the city that work in nearby downtown or within the neighborhood. These renters will frequent nearby restaurants in the neighborhood and other types of businesses. They are also potential first-time homebuyers. For

many, this will be their first experience living and working in a city and first impressions are critical if we expect them to stay and invest in inner city communities and neighborhoods. Although Lafayette Square has primarily been a single-family residential neighborhood, more people walking to the park and frequenting businesses strengthen people's sense of safety and security.

The developers have to date and are expected to continue to work with the neighborhood concerning parking issues and other matters that may arise with such large projects. Both developers are working closely with Cultural Resources and the neighborhood to ensure that their respective projects meet the requirements of the Historic Code. Additionally, it is recommended that the LSRC work with the developers in order to provide information relating to activities and history of the neighborhood to new residents.



Former Industrial Buildings on Mississippi Avenue Being Converted into Loft Housing



7.3 Mississippi Avenue Parking

Both projects will have surface lots within the confines of their respective properties, however, with increased visitors and a new restaurant, additional parking will be required. It is recommended that 45 degree angled parking be established on the west side of Mississippi from Chouteau to Park Avenue. Not only will this help to mitigate parking issues for visitors, but also it is expected to dramatically slow down speeding traffic on Mississippi. The eastern side of Mississippi will remain parallel parking.

7.4 Design Options

The Plan recommends that an entrance gate similar to the one at Park & Jefferson be installed at Chouteau and Mississippi, along with appropriate landscaping. The center of Chouteau should also be landscaped with a median to soften the harsh feel of the industrial buildings. When feasible, a separate entrance from Chouteau to the Loft projects should be constructed to help alleviate traffic on Mississippi and to increase off-street parking.

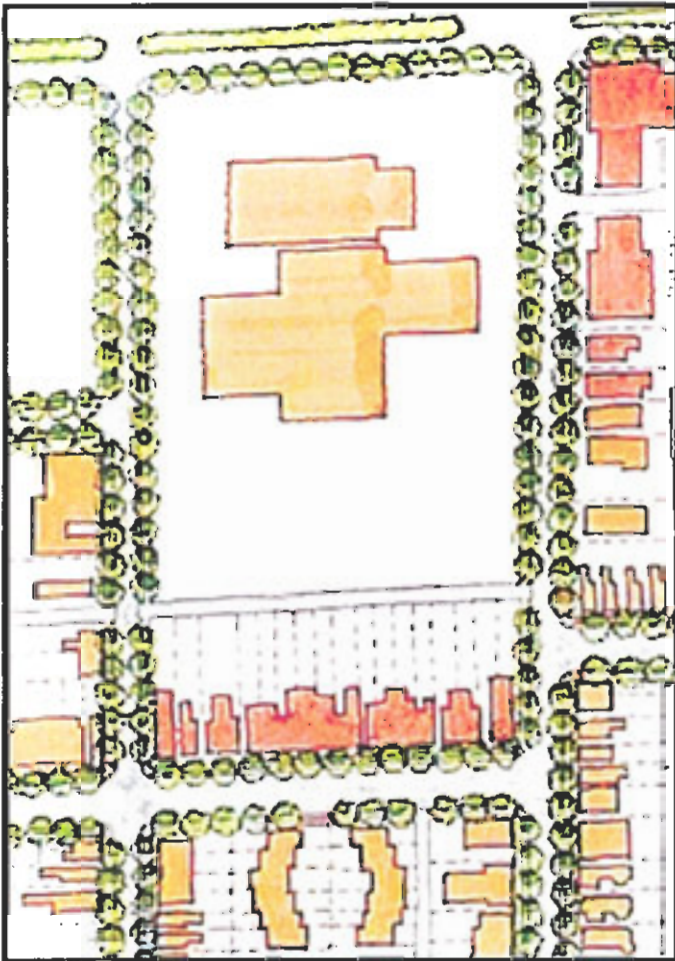


Figure 16 Chouteau Option One

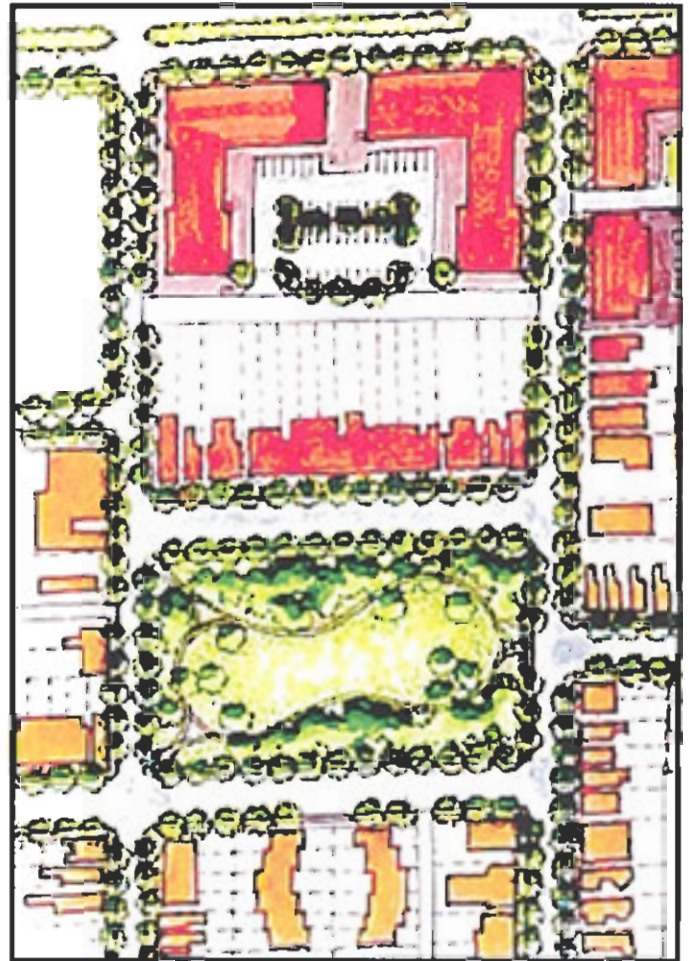


Figure 17 Chouteau Option Two



Due to the infinite possibilities in this area, an urban designer could arrive at a number of options and conclusions. The neighborhood looked at three options as noted on Figures on previous page and below. Due to the long-term nature of these particular goals, it will be necessary for the neighborhood to monitor the redevelopment closely and will in all probability, revisit this area again to review the options. However, it is critical that the last remaining lot at the corner of Mississippi and Chouteau (Mac Truck Leasing) is redeveloped as soon as possible in order to provide a stable environment for the new loft projects and send a positive message to visitors entering the neighborhood at this location.

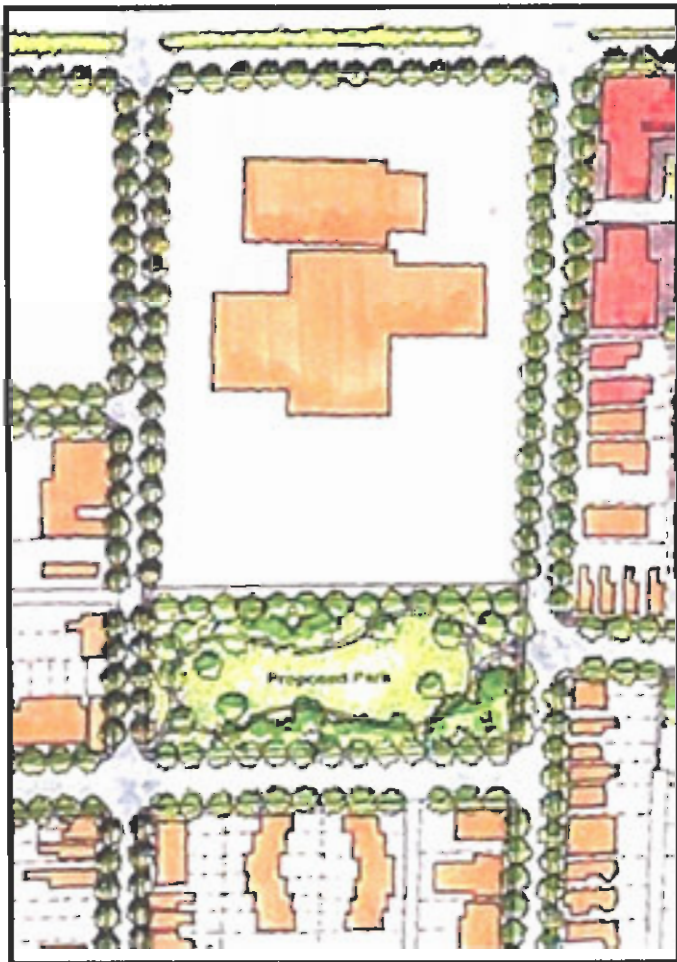


Figure 18 Chouteau Option Three

7.5 New Land Use Guidelines

The Plan recommends the following for the Chouteau Redevelopment area:

- Re-zone current industrial land uses to neighborhood commercial or residential, as required east of McKay Place.
- Over time, work with the Alderman and City to find alternative sites for commercial uses that are not compatible with a residential neighborhood.
- The demolition of non-historic buildings will be allowed.
- Encourage high-tech businesses to relocate to this area.
- Improve pedestrian and vehicular connectivity along and through Chouteau Avenue.
- Chouteau Avenue should be redesigned to include landscape medians.
- Encourage the development of an entrance from Chouteau to the loft projects.
- Provide methods to reduce or eliminate sound intrusions by businesses.
- Business signage should reflect the historical character of the neighborhood.
- All new construction, lot configurations, block configurations, building guidelines to follow the Dolman Redevelopment and Park Avenue Business District guidelines as well as the Historic Code.



Lafayette Avenue Entrances

8.1 Introduction

Lafayette Avenue is an east-west street running through the neighborhood from Jefferson on the west to Dolman, and the new Grattan Street Parkway on the east. Although it is a wide street, the land uses, residential properties and Lafayette Park, dictate that it should be treated as a local street. Once the Grattan Street Parkway is completed, it is imperative that commuter traffic be directed to use the Grattan Street Parkway into downtown. (See Circulation Element Chapter 9). Although medians were not considered viable options for use around Lafayette Park, the use of a median on Lafayette between 18th and the Grattan Street Parkway is required to soften the look of the new freeway interchange on-and-off ramps to 44/55. There is also housing that is being renovated that faces the freeway ramps. Another median

may be required at the entrance to Lafayette from Jefferson in order to narrow the street and inform motorists that they are entering a residential neighborhood. At both entrances, entrance features similar to the Park & Jefferson entrance are to be erected.

8.2 Design Options

Currently on the Lafayette/Jefferson entrance, there are two vacant lots, in which the alderman and neighborhood are trying to interest appropriate neighborhood businesses. Due to the smaller lot sizes, it has been difficult to market this corner, although it is next to a freeway off-ramp. The Lafayette/18th Street offers the best site for a number of neighborhood friendly businesses and again, it is located next to the freeway on-off ramps, which makes it a prime location for redevelopment. The neighborhood should begin now to begin marketing this prime area once the 55/44 interchange is completed. Both options are show on Figures below.

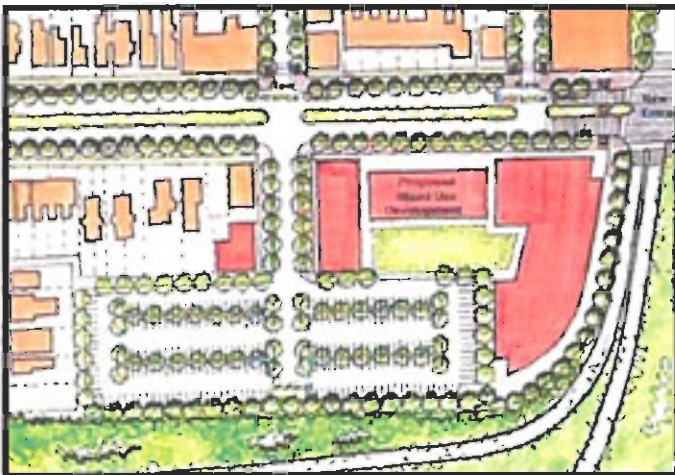


Figure 19 Lafayette /18th Street Option One

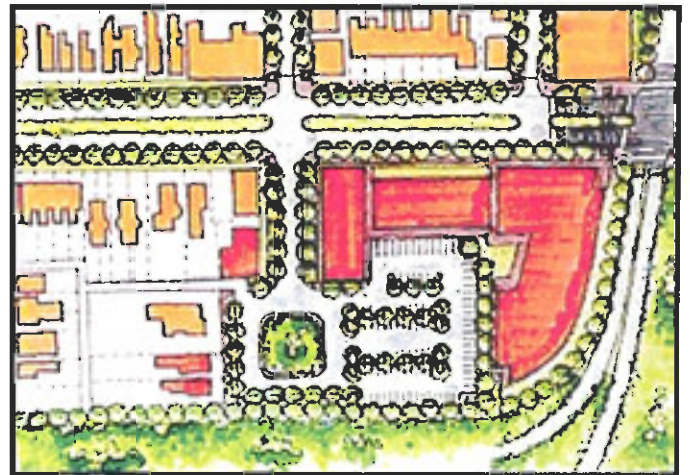


Figure 20 Lafayette /18th Street Option Two



Chapter Eight

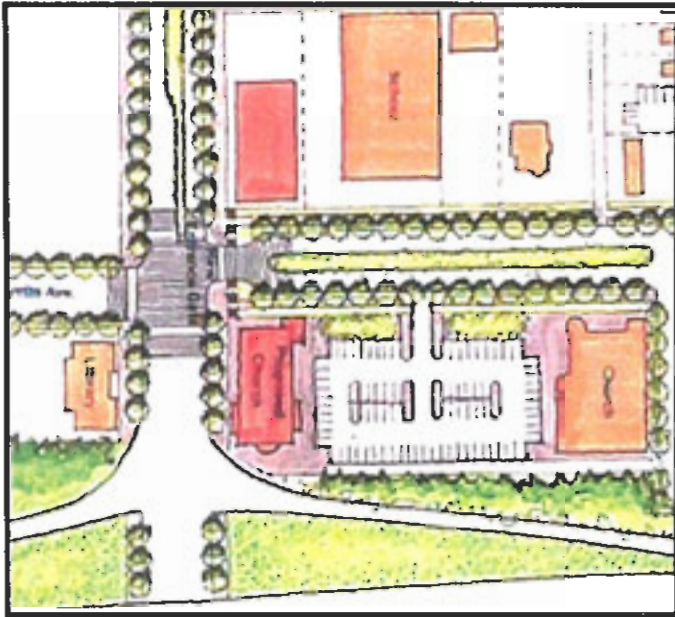


Figure 21 Lafayette/Jefferson Option One

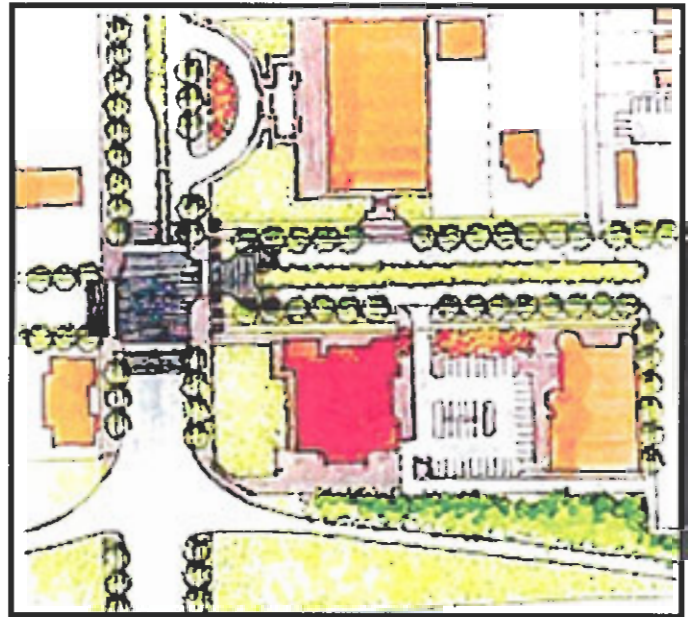


Figure 22 Lafayette/Jefferson Option Two



Circulation Element (Vehicular & Pedestrian)

9.1 Introduction

Due to its proximity to downtown and the interstate freeway system, streets throughout the neighborhood are currently used as convenient commuter routes. Excessive speeds impose undue hardship and unsafe conditions for pedestrians. Non local-delivery truck contribute to noise and air pollution and cause damage to the foundations and structures of historic buildings. This is due to the effects of ground vibration by heavy vehicles on buildings that pre-date current building codes.

Once completed, the Grattan Street Parkway will help to alleviate a large percentage of the north/south interstate commuter traffic that currently uses neighborhood streets. However, there is little evidence to suggest that non-freeway commuters will change their driving habits and will continue to use the neighborhood as their first choice for entering and exiting the central city. Additionally, with the redevelopment of the HOPE VI project, old City Hospital, the Park Avenue Business District and over 250 new residential

units within the neighborhood over the next few years, traffic is expected to increase, especially along the east-west corridors of the neighborhood. The neighborhood can sustain increased traffic; it is the speed and the unlawful operation of vehicles that handicaps the neighborhood.

The streets around Lafayette Park were originally designed as parade routes and are extremely wide which contributes to speeding. (Park – 70', Lafayette – 65', Missouri – 51', Mississippi – 70'). Pedestrians feel unsafe, even when crossing at intersections. And, excessive noise due to speeding vehicles and non-local delivery trucks reduce social interaction between neighbor and make even taking a walk an unpleasant experience. Thus, residents on these streets are inclined to stay indoors or in their backyards.

A general assessment with respect to vehicular and pedestrian traffic has been made of the streets, pedestrian ways and circulation conditions. Traffic counts were not provided, or taken for this analysis, however, the existing conditions were observed and reviewed in conjunction with existing infrastructure and information that was gathered from available public sources including the HOPE VI traffic study.



Wide Streets Around the Park Invite Speeding



Chapter Nine

9.2 Goals

The Plan proposes a series of improvements to streets that provides for a balanced, safe and efficient use of the current pedestrian and vehicular system. These changes reflect a goal of enhancing the continued revitalization of Lafayette Square to make sure that it remains a vibrant and thriving neighborhood. In developing these changes, the objectives below were followed:

- Lafayette Square is a predominantly residential neighborhood.
- Lafayette Square is an urban pedestrian-oriented neighborhood.
- Streets must be designed and operated for maximum pedestrian comfort and safety.
- All ADA requirements must be met and/or exceeded.
- Conflicts between automobiles and pedestrians must be minimized.
- Increase pedestrian safety and thus, neighborhood safety and security.

The Plan states that the current grid system should be retained. Streets, other than those already closed to thru-traffic or slated for closure in the future (Dolman) should remain open. The intent of the changes to the circulation system encourages vehicle movement to respect the character, quality and “sense of place” that makes Lafayette Square so unique, rather than to impede motorists through a network of mazes.

9.3 Street Classifications

The Plan describes three classes of public streets in the neighborhood based solely on function: local, collector and major arterial. Width was not considered a factor since adjacent land use is residential, except for the Park Avenue Business District. Even there, the operation of the vehicle dictates how the pedestrian will experience shopping, strolling or dining outdoors.

Local streets within the neighborhood are used primarily to serve as access to residential sites that abut them. Collector streets are used to move vehicular traffic in and out of the neighborhood and to provide access to residential units that abut them. As stated above, collector streets should be treated as local for two reasons: 1, the primary use is residential and 2, pedestrians require safe access to Lafayette Park, the primary recreation center for the neighborhood.

All streets within the neighborhood are local, except for Lafayette, Mississippi and Park Avenues, which are collectors.

The primary function of arterial streets is to move large volumes of traffic to other areas of the city and to serve as transportation corridors for commercial vehicles. These streets which surround the neighborhood are Jefferson, Chouteau and the Grattan Street Parkway.

9.4 Traffic Calming Measures & Recommendations

Due to timing issues with projects yet to be completed and funding requirements for certain measures, the following recommendations are categorized into phases:

Phase 1

- Speed limits should be consistent throughout the neighborhood and reflect the residential character. Pedestrians using Lafayette Park, the primary recreation center, should feel safe and secure crossing intersections. Therefore, speed limits on all streets should be posted at 25 MPH.
- To discourage commuters in the south city area from using the neighborhood simply as a convenient by-pass, a No Left Turn 7-9 AM should be posted on Gravois onto Mississippi. Commuters should use Jefferson, Grattan or Tucker as the arterials designated by city to enter and exit downtown.
- No Trucks (except for local delivery) should be posted on all streets leading into the neighborhood. Truck Route Signs should be posted directing such vehicles to the appropriate arterials as designated by the city.



Chapter Nine

- All collector intersections to have four-way stops. Consider painting "STOP" prior to the pedestrian crosswalk.
- Paint "STOP" at the intersection of Mississippi and Hickory before the stop sign.
- Crosswalks should be clearly indicated at all collector intersections including local side streets that abut collectors.

Phase 2

- Once the city portion of the Grattan Street Parkway is completed, designate a No Left Turn from the 18th Street exit on 44 onto Lafayette. Commuters should be forced to turn right and proceed to Grattan. Motorists wishing to enter the neighborhood may exit 44 at Jefferson.



People Come First

- Designate clearly that collector streets are one lane in each direction, thereby slowing motorists. Due to the width of the streets around the Park, the natural inclination is to speed. And, some motorists on Park and Mississippi often pass on the right, endangering residents and other motorists.
- Designate bike lanes around Lafayette Park, connecting into downtown and the bike lane recently designated on Russell Avenue.
- Designate 45 degree angled parking on Mississippi (52' wide), west side only, from Chouteau to Park.
- Designate a No Left Turn 3-6PM westbound on Chouteau onto Mississippi once the Grattan Street Parkway is completed from Lafayette to Chouteau.
- Designate 45 degree angled parking around the perimeter of Lafayette Park at all times during all days, park side only, except for the portion of Park between Benton Place and Mississippi Avenue. This will help to reduce speeding and promote additional parking for the Park Avenue Business District.
- Upon completion of the Grattan Street Parkway from Lafayette to Chouteau, re-route Bi-State 80 bus line to Park Avenue in both directions. Currently, the southbound leg of the route runs on Mississippi, one of the few remaining cobblestone streets in the city. Due to the damage caused by the vibration of the heavy vehicles, the northbound leg was routed to Park Avenue some years ago. With the redevelopment of the Park Avenue Business District, it only makes sense to have the bus run on both sides of Park Avenue, where ridership will increase and accessibility and safety will improve.



Example - 45 Degree Parking and Parallel Parking in Central West End



Chapter Nine

Phase 3

- Install crosswalks with materials such as brick pavers, beginning with the Park Avenue Business District, proceeding to all four-way intersections around Lafayette Park, then local streets abutting the collector streets, and then to the remaining streets.
- At Lafayette and Jefferson, Park & Grattan and Lafayette at the 44/55 interchange, install islands (short medians) to narrow the streets and indicate to motorists that they are entering a residential neighborhood.
- The neighborhood feels strongly that the streets around Lafayette Park, which were originally designed as parade routes, should retain their character and historic significance. Therefore, medians are not appropriate. However, a review of traffic calming devices such as intersection bulbs or



Example - Street Choking in Central West End

- pedestrian islands may be required in the future if the above improvements do not markedly improve safety
- Remove barrel-planter barriers at closed streets, substituting with aesthetically appropriate planters such as those found in the Central West End.



Example - Street Closure with Landscaping in the Central West End



Lafayette Park

10.1 Introduction

Due to budget restraints, the neighborhood could not undertake an analysis of Lafayette Park during the urban plan process for the neighborhood. And, because the issues confronting the park are unique and since it is such an important asset to the neighborhood and city, it is deserving of its own assessment. However, certain recommendations came forth from the Plan concerning Lafayette Park. These recommendations along with a brief history, existing conditions and recent improvements are noted below.

10.2 Park History

The land bounded by Park, Mississippi, Lafayette and Missouri Avenues know today as Lafayette Park originally part of the St. Louis Common. When the Common was divided by an ordinance entitled "Concerning the Common" approved March 25, 1836, this 29.95 acre tract of land was reserved for general and unspecified use as a "public square, subject to such rules and regulations as the mayor and board of alderman may, from time to time, make, in relation thereto. . ."

It was separated from the Common in 1844 but it was not until 1851 that it was formally dedicated as a park under the name "Lafayette Square." This name became associated with the neighborhood surrounding the park and has remained the name of the neighborhood even though the park itself was renamed "Lafayette Park" in 1854.

Lafayette Park is the first public park in the City of St. Louis, the oldest public park in Missouri and perhaps one of the oldest west of the Mississippi River.

The ordinance of 1851, which dedicated the land to park purposes also established a Board of Improvement to administer it. This board consisted of five members: the Mayor, who was chairman, the City Engineer and three citizens who owned property and

resided in the vicinity of the park. The Board was authorized to employ a manager for the park, to prescribe rules and regulations concerning use and control and to adopt plans to enclose and improve the park.

Under the administration of this independent board, the park was transformed from a nearly treeless, unfenced and underdeveloped tract of land into a sophisticated urban park which was furnished with trees, extensive landscaping, buildings, lakes, pavilions, gas lighting, public monuments and an extensive system of paved walks and roadways. A monumental iron fence and stone gates were added which typified the importance the general public gave to urban parks during the last half of the 19th century.

At some point after 1874, the Board of Improvement was dissolved and management of the park became the responsibility of the City Parks Department, where it remains today.



Early Photos of the Park



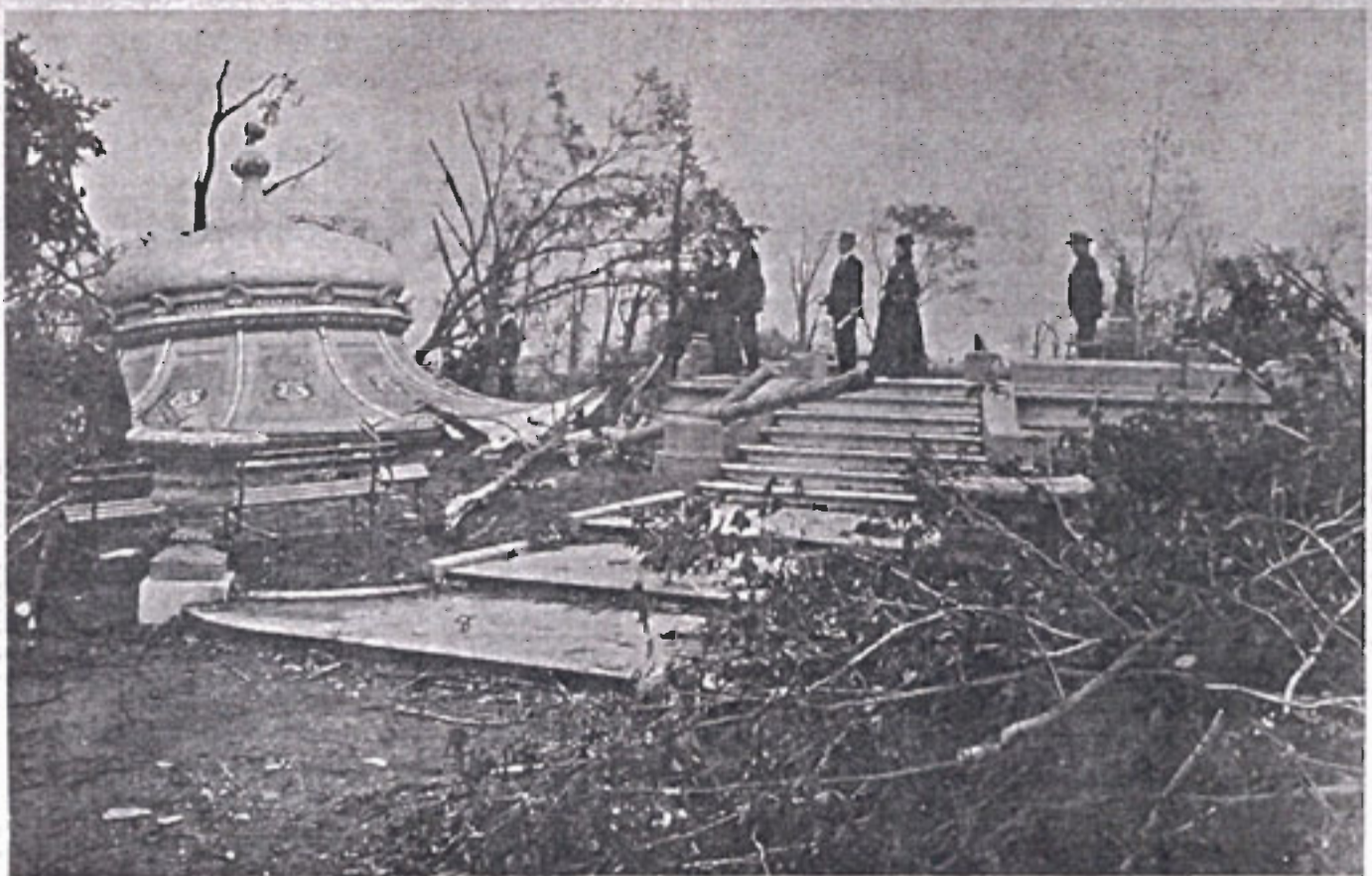
Chapter Ten

Monetary support for the park over the years has ranged from public funding, taxes on real property on residents living near the park, private donations, bonds and private gifts. Today, public funds finance the upkeep of the park with help from private donations the neighborhood is able to raise and the volunteer labor efforts of Lafayette Square residents.

In 1896, a devastating tornado destroyed much of the park, knocking down nearly every tree, the band pavilion, and other gazebos and formal gardens. Along with the decline of the neighborhood went the park. It wasn't until the 1970's that residents, with the help of the city, began to restore some of its past grandeur, including the park house, duck gazebo, restoration of the wrought iron fence and other beautification projects. Today, many neighborhood residents spend countless hours volunteering their time to help beautify and maintain the park.



Lafayette Park Lake Today



Lafayette Park after the tornado, 1896.

*Chapter Ten*

Original Park Police Station - Now Neighborhood Headquarters

10.3 Existing Conditions

Lafayette Park is actively maintained by the St. Louis Parks Department although limited funding restricts the scope and size of major improvements. The park makes a first good impression on the first time visitor, but the true condition of the park is a different story. The natural features, the terrain, tree inventory as well as the man-made features such as the fence, buildings, monuments and infrastructure are all in decline and require major repairs and/or complete renovation, as follows:

- Soil is compacted and in some areas, eroded. Standing water is a common problem during heavy rains.

- Many trees, especially mature ones, need pruning. Many others should be removed because they are dangerous or are not suitable for the location. Overcrowding is also a problem.
- The mechanism anchoring the fence posts to the ground has failed in many places and sections of the fence would fall if they were not connected to other sections capable of supporting them. Every post should be removed and installed properly.
- Many pieces are missing from the fence, including the entire base section at one point.
- Fourteen of the 42 iron gates are missing. Many parts of the remaining gates are broken or missing.
- The Park House is in generally good repair. The electrical system should be upgraded and the interior shows signs of wear. The slate roof has been replaced with asphalt shingles. The roof flagpole and some ornamentation have been removed.
- There are several important monuments in the park, which are in need of conservation. The Washington bronze cast by Hubbard from the original marble by Houdon is missing its walking stick and is in serious need of conservation. The base is stained. The Benton by Harriett Hosmer needs repatinization and attention to a developing rust boil. The bases of the Revolutionary War cannons have deteriorated and the metal needs conservation. The limestone urn is beginning to spall at the joint between the base and bowl.
- The lake has been greatly improved by having the subsiding retaining wall replaced but the overflow is not able to drain the lake adequately when needed and gaps in the retaining wall allow capillary action to bring water to the surface of the bank surrounding the lake, which creates a muddy area at the lake's edge. The water inflow pipe should be lowered to make it less visible. The lake water intake supplying water to the fountain frequently sops up with debris requiring the lake to be drained for cleaning. The water quality is poor.
- The lower lake or lagoon needs to be dredged. Many of the mineral blossom rocks lining the edges of the lake and flowerbeds are missing or loose. Some paths are completely covered by erosion from the surrounding beds. Repairs to the drain from the lagoon evidently have failed because a sinkhole has developed where the repairs were made.



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- The arched support for the iron bridge over the lagoon is intact but the ironwork connecting the bridge deck to the arch support is missing and/or patched. The concrete deck may be losing strength. The ornamental handrail has been replaced with pipe railing that is in good repair. Decorative urns are missing from their bases, and the bases are cracked due to water penetration. The northern bridge approaches are being undermined by erosion.
- Many of the pathways need to be replaced with asphalt.
- Underground water pipes break frequently.
- Restroom facilities in the park are inadequate.
- The Boathouse is structurally sound but incapable of achieving its potential to become a popular and useful meeting/recreational facility even though it is air-conditioned, has a wood-burning fireplace and is favorably located. Inadequate restrooms, electrical outlets and no kitchen facility do not lend to a pleasant environment.
- Freeway cobra lighting has replaced the original lighting. Not only is it historically inaccurate, the light does little to light the pathways since the light can not filter through the canopy of trees. This makes for extremely unsafe conditions.
- The original base of the band shell remains but the structure has never been replaced.
- There is no irrigation system for planting beds.

Recent improvements to the park include the following:

- A children's playground has been installed.
- The cast iron fence was repaired, new spear points installed and the fence painted.
- Reconstruction of the lake retaining wall was made during the year 2000.
- Air conditioning was added to the Park House and BoatHouse.
- New trash receptacles were added in the year 2001.
- Portions of the perimeter driveways have been improved.
- Flowerbeds including those that surround the monuments have been re-landscaped during the last few years by residents and funding from the LSRC.

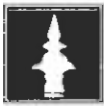
10.4 Recommendations

It is possible to restore Lafayette Park to its place among the top rank of historic and important urban parks in the nation and it should be the duty of the neighborhood, in cooperation with the city, to make this goal a reality. In order to accomplish this task, the following steps should be taken:

- Prepare a preliminary survey of every natural and man-made feature in the park.
- Document the history and development of the park by accumulating maps, records, photographs and drawings pertaining to the park and its features.
- Prepare a master plan with the aid of residents, interested parties, landscape architects, engineers and the city to reach a consensus on the future of the park.
- Form a "Friends of the Park" in order to obtain private and public funds, write grants and begin a capital fundraising campaign.
- Consider creating a separate entity to oversee and manage the project.



Lafayette Park Children's Playground, completed in 1996.



Implementation Element

11.1 Introduction

In order to move the Plan from a concept to a reality, action items must be rigorously pursued on a daily basis, yet the implementation plan must also be flexible enough to respond, based upon a rational decision-making process, to opportunities that will arise over the course of time. This chapter describes the action items, approximate timelines for completing projects, approximate costs for certain projects and potential funding mechanisms.

11.2 Project Timeline

All of the following action items are in addition to the typical issues and needs that have to be addressed as part of the on-going operations and management of the neighborhood. The following list identifies the commencement date of each of the projects or process:

Immediate Action Items (Year One)

- Complete Master Plan Report.
- Develop cost estimates for public improvements/projects.
- Develop a detailed implementation plan with assigned responsibilities/schedule.
- Presentation to necessary boards including the City Planning Commission
- Amend necessary redevelopment areas and plans.
- Amend zoning to Neighborhood Commercial for eastern portions of Park and Chouteau.
- Approval of necessary ordinances by Board of Alderman
- Ensure all three sections of Grattan Street Parkway are planned and constructed in an appropriate and coordinated manner. The Interstates 44/55 intersection is a high priority.
- Coordinate with City and developer of Wire Works to plan the Park Avenue Plaza.
- Continue the development of a coordinated landscape and lighting program including budget and implementation schedule for the neighborhood trees.
- Develop the Lafayette Square Pattern Book.
- Coordinate with City Street Department in order to imple-

ment Phase I of the Circulation Element.

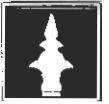
- Write grants and form partnerships to secure the necessary funding for the next phase of planning as well as a few selected projects.
- Develop partnerships with surrounding neighborhoods, businesses, and institutions with the intention of providing an integrated and coordinated redevelopment of the area.
- The neighborhood to retain a full-time mid-level Neighborhood Development Specialist.

Medium-Term Action Items (Year Two – Five)

- Commence implementation of landscape and lighting program for the neighborhood streets.
- Complete the construction of the Hope VI project area.
- Extend historic boundary of neighborhood east to Grattan St.
- Zone former highway right-of-way at Lafayette and 18th Street to Neighborhood Commercial
- Complete the construction of the Park Avenue Plaza.
- Commence the Park Avenue Business District Streetscape.
- Retain a consultant team to complete the detail design & construction drawings.
- Develop a funding plan.
- Ensure all necessary public approvals.
- Commence the Restoration of Lafayette Park.
- Retain a consultant to complete a Master Plan.
- Develop an implementation plan and cost estimates.
- Write grants for implementation
- Create a “Friends of Lafayette Park”.
- Coordinate the completion of the Loft Projects.
- Write grants for particular projects identified in the Urban Plan.
- Develop plans to commence Phases 2 & 3 of the Circulation Element.

Long-Term Action Items (Year Six – Ten)

- Continue restoration of Lafayette Park.
- Develop and Implement a Public Realm Improvement Plan (medians, cross-walks, entrances, re-surfacing, sidewalks, furniture, etc)
- Retain a consultant team to complete detail drawings, design, cost estimates for Lafayette Park.
- Develop a funding plan and implementation plan.
- Ensure all necessary public approvals.



Chapter Eleven

11.3 Estimated Project Costs

<u>Project Name</u>	<u>Description</u>	<u>Amount</u>
Park Avenue Plaza	Land Acquisition	\$350,000
	Plaza & Fountain	150,000
	Sidewalk Widening	250,000
	Tree Planting & Wells	50,000
	Public Furniture	50,000
	Pedestrian Intersection	75,000
	Architectural & Engineering	45,000
Entry Features	At all entrances to neighborhood	
	As described in Plan	300,000
18 th St./Chouteau	Construct Permanent Entry Feature	75,000
Victorian Eclipse 18 th /Dolman	Connect Dolman & 18 th	150,000
	Architectural & Engineering	8,000
Intersection/Traffic Calming Measures	Brick Pavers at all intersections	180,000
	Traffic Calming Measures	250,000
	Architectural & Engineering	21,000
Lighting	Historic Pedestrian Lighting	2,750,000
Lafayette Park	Approx. Costs to restore	2,750,000
	Architectural & Engineering	150,000
Community Garden	Create Garden	35,000
	Architectural & Engineering	2,000
MISC.		500,000
TOTAL		\$ 8,141,000



11.4 Potential Funding Mechanisms

The following briefly describes potential funding sources for the projects mentioned above.

Neighborhood Improvement Districts

This program authorizes cities in Missouri to establish “neighborhood improvement districts” (“NIDs”) within their boundaries for the purpose of improving public infrastructure. There are two methods authorized for the creation of these districts. The first method is by a favorable vote by qualified voters living within the boundaries of the proposed district. The required percentage of voters to approve the district is the same as that required for the issuance of city or county general obligation bonds. The second method is by petition, which must be signed by at least two-thirds of the owners of record of all real property located within the proposed district.

The city may issue temporary notes and long-term general obligation bonds (up to twenty years) to pay for public improvements. The bonds are paid for through special assessments to property owners who benefit from the improvements. The amount of general obligation bonds issued shall not exceed the estimated cost of the improvement by more than 25%, and cannot exceed 10% of the assessed valuation of all taxable tangible property within the city.

NID benefits include:

- Only the beneficiaries of improvements pay for them;
- General Obligation Bonds can be issued without a referendum vote;
- Bond Financing provides below-market interest rate.

Community Improvement Districts

The creation of “community improve districts” (“CIDs”) allows private parties – property owners – to assess or tax themselves for improvements and services which benefit the entire community. The activities of the district can be governed by a board comprising of owners, businesses and voters appointed by the City

Council or by an election. Alternatively, the district can be governed by a Not-For-Profit Agency if the district is funded solely through assessments. Within its boundaries, the CID can provide assistance to or construct, install, repair, maintain and equip a broad range of public improvements and facilities, as well as undertaking security and promotional activities.

Tax Increment Financing

Tax Increment Financing (TIF) is a funding mechanism designed to help finance certain eligible improvements to property in designated redevelopment project areas (TIF districts) by utilizing the new or incremental tax revenues generated by the project after completion. Under TIF, property taxes within the TIF District are frozen for up to 23 years, the property owners then make Payments In Lieu of Taxes (PILOTS) to a “special allocation fund”. Additionally, 50% of any new local Economic Activity Taxes (EATS) generated from the project are also paid to the fund. EATS include local sales taxes, gross receipts taxes, earnings taxes and utility taxes.

The proceeds of the fund are then used to reimburse the developer for eligible project costs or to retire loans, bonds, debentures or other indebtedness issues by a municipality or county to pay for the improvements.

Eligible project costs are the total of all reasonable or necessary costs incurred, or estimated to be incurred and any costs incidental to a redevelopment plan or project or a combination of projects within the District. Specifically, these costs include, but are not limited to:

- Costs of studies, surveys and plans.
- Professional service costs (architectural, engineering, legal, financial, etc.).
- Property assembly costs (acquisition, demolition, clearing and grading).
- Costs of rehabilitating, reconstructing, and remodeling of existing structures.
- Costs of construction of public works.
- Financing costs, including issuance interest and reserves.



Chapter Eleven

The City may designate redevelopment projects and adopt tax increment financing by passage of local ordinances. Local governments approving redevelopment projects utilizing tax increment financing must make findings that the designated area would not be privately developed, absent the availability of the incentive. Additionally, the redevelopment area must be determined by the local government body as a “blight area”, a “conservation area”, an “economic development area” or any combination. Tax Increment Financing may be used only when there is evidence that the redevelopment would not occur without it and where the project area qualifies as a blighted, conservation, or economic development area.

Federal Transportation Funds

Such monies may be utilized for any improvement to the roadway that “calms” traffic or increases the safety of the pedestrian, i.e., pedestrian street lighting. Project applications are made to the East-West Coordinating Council.

Public & Private Grants

The neighborhood may apply for a multitude of public and private grants, although the majority is for improvements to public parks and green spaces.

Capital Fundraising Campaign

For Lafayette Park, consider forming a Not-For-Profit agency that would oversee park improvement projects and solicit funds from private donors and corporations.



Future Impacts

12.1 Demographic/Economic Impacts

The 2000 census showed a population of 1,761 residents in the neighborhood. Based on new residential units currently under construction and those planned for the future, it is anticipated 300-350 new residents will be added over the next decade. This number could increase by another 100-150 if any other large-scale projects are proposed. Although there are still a few remaining single-family parcels scattered throughout the neighborhood, the only appropriate area for new construction that would add significant population is the Chouteau corridor. As described in Chapter 7, there are many opportunities there for mixed-use projects.

The three new loft projects (Foam Factory Building, Mississippi Loft Building and the Wireworks Building), which are all market-rate apartments, will add approximately 230 new units. It is expected that the majority of these one and two-bedroom units will be inhabited by one individual. For many, it will be their first experience living and working in the city, since it is expected that most will be employed in the downtown area or the neighborhood. Market analysis performed by the developers of these loft apartments also show that these residents' disposable income is much higher than average and they would dine out an average of 3-4 times per week. If their experience living and working in the city is positive, it is likely that they will, in the future, want to buy a home, either here in the neighborhood or perhaps the Gate District, Soulard or Benton Park, continuing to strengthen the Near Southside.

The Park Avenue Business District will add approximately 350 new jobs over the next decade with the addition of new restaurants, shops and office space. The I-44/55 Interchange site is a prime location for a mixed-use development or office space. This interchange linking the new Grattan Street Parkway to the freeways is expected to be completed by 2005. The Chouteau corridor, depending on the type of new development, could possibly add another 500 new jobs. It is expected that other than some service-level jobs, most new employment will be high-tech and oriented to professional services, thereby greatly adding to the tax base for the neighborhood and city.

12.2 Environmental Compatibility

There are no known negative environmental impacts. In fact, commercial office uses will eventually replace the light-to-medium industrial uses that have existed for several decades. This will greatly reduce noise pollution. The Circulation Element proposals in this report to not impede nor circumvent any motorist from using the neighborhood, thereby negatively impacting other neighborhoods. It is anticipated that over the course of the next few years, the environmental quality will improve. At this time, there are no known expansion plans for any major business.

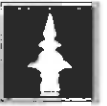
12.3 Infrastructure/Public Facilities Impacts

There are no known impacts on the existing infrastructure within the neighborhood. Any new development will be required, as according to present city ordinances, to conform to all regulations concerning parking requirements, electrical and plumbing, waste management, telephone lines, etc.

Lafayette Park, as described and recommended in Chapter 10 of this report, is expected to undergo a number of improvements and enhancements over the course of the next ten years. This program will ensure that the park will be able to withstand an expected increase in use.

12.4 Conformance with City's Comprehensive Plan

The Plan conforms to the city's Comprehensive Plan. Although the HOPE VI project, Phase VI, encompasses part of the northeast quadrant of the neighborhood, both the neighborhood and HOPE VI are working closing together to ensure a product that will conform to HUD guidelines and those ordinances governing the historic district. Site plan review of Chapter 99, 100, or TIF redevelopment plans involving generally the area of the south east corner of Park Avenue and Mississippi Avenue shall address issues of buffering residential uses at 1418 Mississippi Avenue.



Chapter Twelve

12.5 Recommend Land Use/Zoning Changes

All land (parcels) within the historic district shall be zoned with accordance with the guidelines and recommendations noted in previous elements of this report. The Plan allows flexibility in certain areas such as the Chouteau corridor and Park Avenue Business District, however, all uses should be compatible with residential housing as noted in previous chapters and continue to enhance and strengthen the residential character of the neighborhood. In all planned developments, whether residential or commercial, the neighborhood expects that the design of projects conform to the Historic Code and New Construction Guidelines. However, a variety of features such as richly landscaped common open space, recreation facilities, artwork, gardens, outdoor dining areas, offstreet parking and other amenities are encouraged to be incorporated into the design.



City of St. Louis

Summary Data For Neighborhoods (Lafayette Square)

Total Population: 1,761

Race:

White alone	1,204	68.37%
Black or African American alone	495	28.11%
American Indian and Alaska Native alone	6	0.34%
Asian alone	17	0.97%
Native Hawaiian and Other Pacific Islander alone	0	0.00%
Some other race alone	7	0.40%
Population of two or more races:	32	1.82%

Hispanic Or Latino: 24 1.36% of Total Population

Race For The Population 18 Years And Over:

Total:	1,478	100.00%
White alone	1,071	72.46%
Black or African American alone	365	24.70%
American Indian and Alaska Native alone	5	0.34%
Asian alone	14	0.95%
Native Hawaiian and Other Pacific Islander alone	0	0.00%
Some other race alone	3	0.20%
Population of two or more races	20	1.35%

Hispanic Or Latino, 18 Years And Over: 22 1.49% of Population 18 Years and Over

Sex By Age:	Male	% of Male	Female	% of Female	Total	% of Total
Total	948	53.83	813	46.17	1,761	100.00
Under 5 years	46	4.85	43	5.29	89	5.05
5 to 9 years	47	4.96	36	4.43	83	4.71
10 to 14 years	32	3.38	38	4.67	70	3.98
15 to 19 years	29	3.06	33	4.06	62	3.52
20 to 24 years	39	4.11	55	6.77	94	5.34
25 to 29 years	78	8.23	95	11.69	173	9.82
30 to 34 years	126	13.29	86	10.58	212	12.04
35 to 39 years	123	12.97	86	10.58	209	11.87
40 to 44 years	98	10.34	64	7.87	162	9.20
45 to 49 years	100	10.55	88	10.82	188	10.68
50 to 54 years	99	10.44	83	10.21	182	10.34
55 to 59 years	67	7.07	46	5.66	113	6.42
60 and 61 years	14	1.48	7	0.86	21	1.19

62 to 64 years	15	1.58	14	1.72	29	1.65
65 and 66 years	5	0.53	4	0.49	9	0.51
67 to 69 years	3	0.32	8	0.98	11	0.62
70 to 74 years	12	1.27	10	1.23	22	1.25
75 to 79 years	10	1.05	8	0.98	18	1.02
80 to 84 years	1	0.11	2	0.25	3	0.17
85 years and over	4	0.42	7	0.86	11	0.62

Households: 888

Household Size:

Total Households	888	100.00%
1-person household:	360	40.54%
2 or more person household:	528	59.46%

1 Person Household By Type:

1-person household:	360	100.00%
Male householder	210	58.33%
Female householder	150	41.67%

2 Or More Person Household By Type:

2 or more person household:	528	100.00%
Family households:	399	75.57%
Nonfamily households:	129	24.43%

Family Households By Type:

Family households:	399	100.00%
Married-couple family:	280	70.18%
Other family:	119	29.82%

Married Couple Family By Presence Of Children:

Married-couple family:	280	100.00%
With own children under 18 years	89	31.79%
No own children under 18 years	191	68.21%

Other Family By Presence Of Children:

Other family:	119	100.00%
Male, no wife, With own children under 18 years	13	10.92%
Male, no wife, No own children under 18 years	16	13.45%
Female, no husband, With own children under 18 years	52	43.70%
Female, no husband, No own children under 18 years	38	31.93%

Non-Family Households By Type:

Nonfamily households:	129	100.00%
Male householder	95	73.64%
Female householder	34	26.36%

Housing Occupancy:

Total Housing Units	1,007	100.00%
Occupied Housing Units	888	88.18%
Vacant Housing Units	119	11.82%

Housing Tenure:

Occupied Housing Units	888	100.00%
Owner-occupied Housing Units	580	65.32%
Renter-occupied Housing Units	308	34.68%

1990 Census Data for this neighborhood

(Data not directly comparable with 2000, since 1990 data calculated by block groups, 2000 by census block).

2000 Census Data for All Neighborhoods With A Map**2000 Census Home**

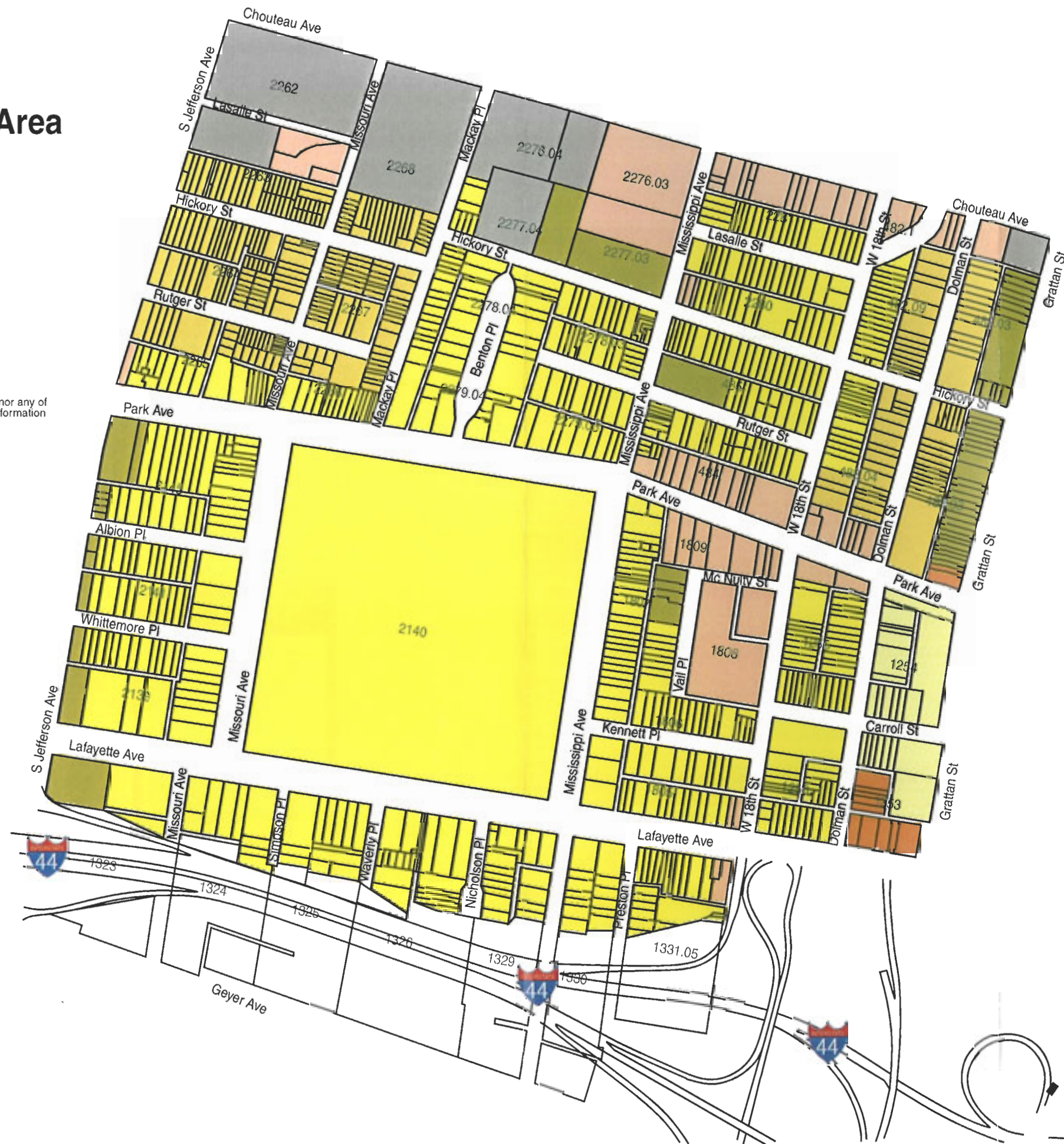
Official Web Site of the City of St. Louis

EXISTING ZONING MAP

0 100 200 400
N
SCALE 1 INCH = 400 FEET

- Neither the Planning & Urban Design Agency nor the City of St. Louis (nor any of their constituent agencies) guaranty the accuracy or adequacy of the information contained herein

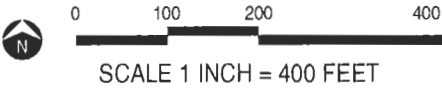
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Map generated 12 September 2001 by CQ.



Lafayette Neighborhood Area

PROPOSED ZONING MAP

City of St. Louis Louis – Planning & Urban Design Agency



- | | |
|-------------------|----------------------|
| A SINGLE FAMILY | G COMMERCIAL |
| B TWO FAMILY | H COMMERCIAL |
| C 3 - 4 FAMILY | I CENTRAL BUSINESS |
| D MULTIPLE FAMILY | J INDUSTRIAL |
| E MULTIPLE FAMILY | K UNRESTRICTED |
| F LOCAL BUSINESS | L JEFFERSON MEMORIAL |

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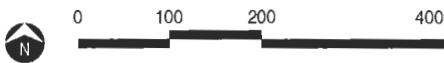
KEYMAP



Lafayette Neighborhood Area

EXISTING LAND USE MAP

City of St. Louis Louis – Planning & Urban Design Agency



- | | |
|-------------------------------|------------------------------|
| SINGLE FAMILY | Light Industry |
| TWO FAMILY | Heavy Industry |
| 3 - 4 FAMILY | Transportation/Communication |
| 5+ FAMILY | Institutional/Community |
| Retail/Commercial/Wholesale | Parks/Recreation |
| Professional Services/Offices | Vacant Land |

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Land Records Management data extracted on 08/26/2001 updated 09/11/2001 by CQ
Land Use Parcel data extracted on 08/26/2001 updated 09/11/2001 by CQ

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Map generated 11 September 2001 by CQ.



Lafayette Neighborhood Area

PROPOSED LAND USE MAP

City of St. Louis Louis – Planning & Urban Design Agency

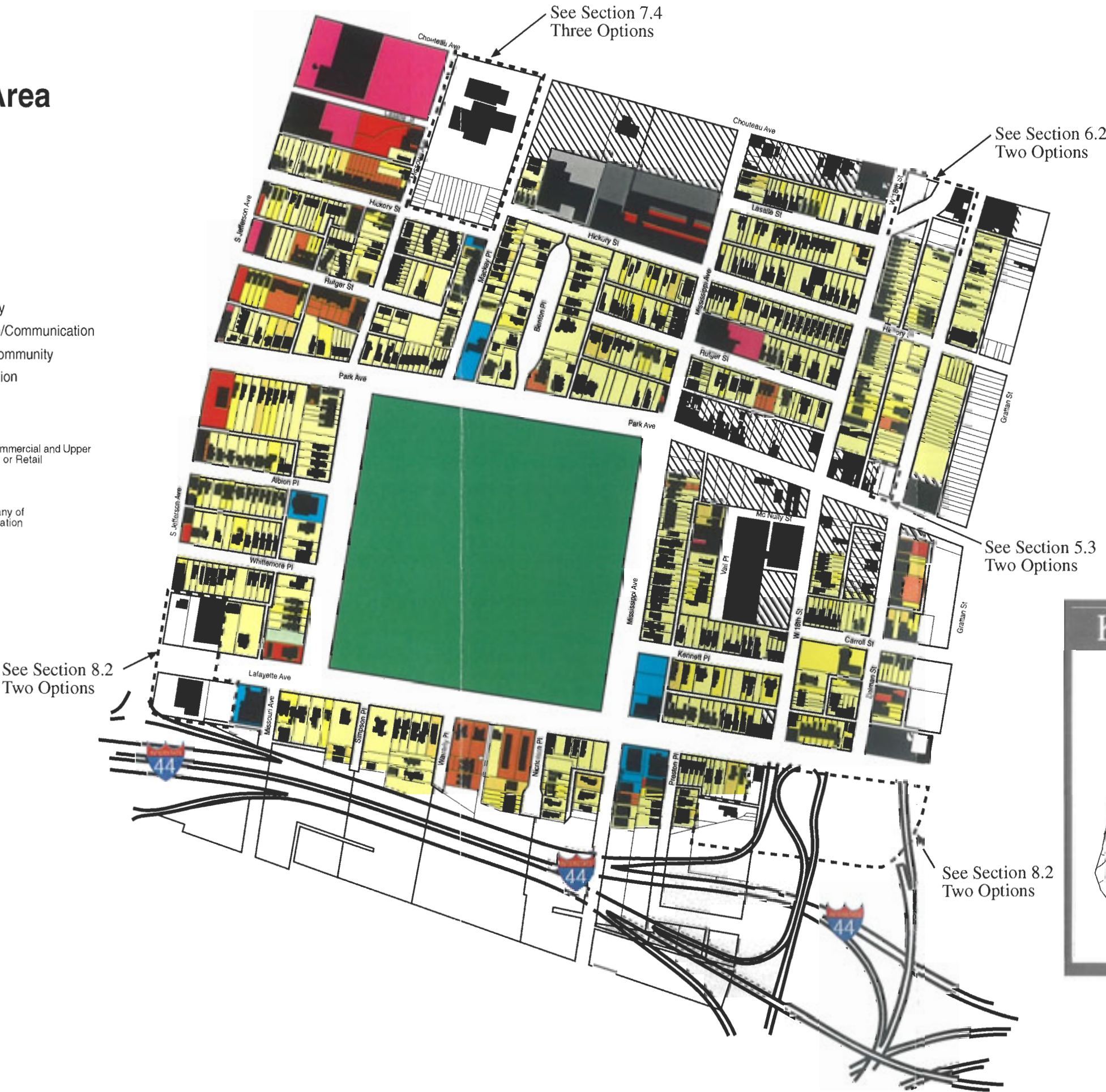


- | | |
|-------------------------------|------------------------------|
| SINGLE FAMILY | Light Industry |
| TWO FAMILY | Heavy Industry |
| 3 - 4 FAMILY | Transportation/Communication |
| 5+ FAMILY | Institutional/Community |
| Retail/Commercial/Wholesale | Parks/Recreation |
| Professional Services/Offices | Vacant Land |
| | Mixed Use |
- Mixed Use: First Level Commercial and Upper Levels Residential, Office or Retail

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Lafayette Neighborhood Area

EXISTING REDEVELOPMENT MAP

City of St. Louis Louis – Planning & Urban Design Agency

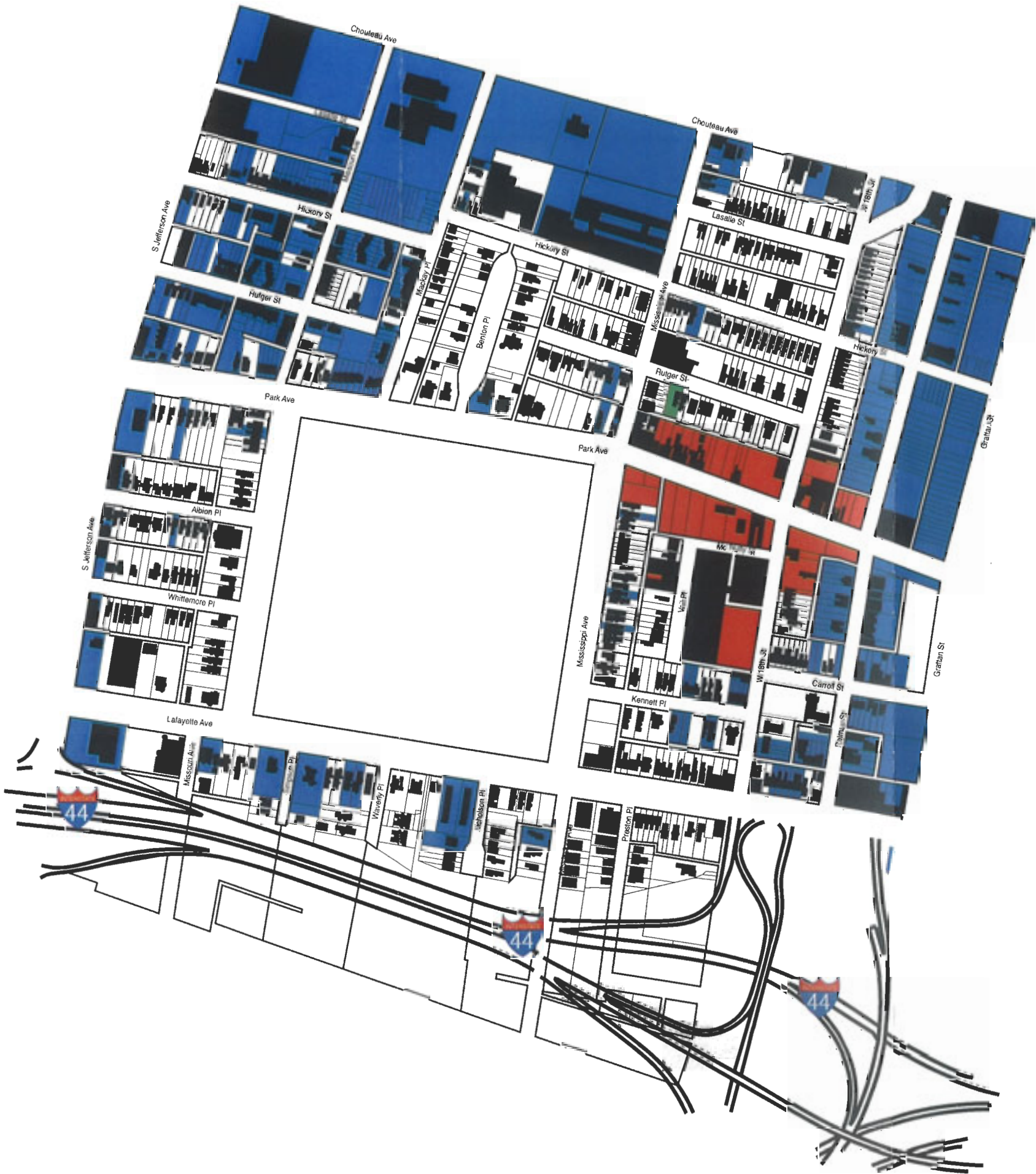


- CHAPTER 99
- CHAPTER 100
- CHAPTER 353
- CHAPTER 99/100

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Lafayette Neighborhood Area

EXISTING STREET CONDITIONS MAP

City of St. Louis Louis – Planning & Urban Design Agency



- ONE WAY STREET South to North
- CLOSED STREET
- STOP SIGN
- STOPLIGHT

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Map generated 11 September 2001 by CQ.





Chouteau and Hickory Block
Residential Option



Chouteau and Hickory Block
Residential & Park Option



Lafayette/Jefferson
Park Entrance Option



18th & Dolman
Park Entrance Option



Park Avenue Commercial District
Community Garden Option



18th & Lafayette
Residential Square Option

Lafayette Square Urban Design Plan.